

PE13-017

SUTPHEN

7-25-2013

ENCLOSURE

REQUEST 10

Enclosed is the information that was requested as part of Preliminary Evaluation PE13-017.

10. Furnish Sutphen's assessment of the alleged defect in the subject vehicle, including;

- a. The casual or contributory factor(s);
- b. The failure mechanism(s);
- c. The failure mode(s);
- d. The risk to motor vehicle safety that it poses;
- e. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning;
and
- f. The reports included with this inquiry.

Sutphen Response:

The incident mentioned in the Vehicle Owner's Questionnaire is still part of an on-going investigation. The opinions included here are based upon the information that is available at this point in time.

Based upon the investigations inspections conducted at the scene of the incident and during the repair of the vehicle, this appears to be related to a maintenance/training issue. The bushings in the sheave assemblies located at the tip of section 2 were worn away. This eventually led to the sheave rotating on the steel pivot pin. Over time, this caused the sheaves and pins to wear enough that the sheaves seized up and would not rotate. As the ladder continued to operate in this condition, the wire rope cables were sliding over the stationary sheaves. This led the cables to wear prematurely and decreased their load carrying capability. With a heavy load in the platform, the cables broke, which resulted in the ladder unexpectedly retracting.

In our opinion, proper maintenance would have kept the components from prematurely wearing out. Along with this, proper inspection would have caught the abnormal wear on the cables and sheaves. Maintenance could have then been performed to address the problem before the components seized. So with a properly maintained and inspected apparatus, the risk of this type of incident is very minimal.

During the abnormal wear, and as the components were beginning to seize, there should have been evidence that something was wrong. As the bushing wore away, the steel sheave rotating on the steel shaft should have generated excessive noise. Broken wires and metal debris may have also been seen on or around the vehicle.

As this is part of an ongoing investigation and pending lawsuit, as of yet, there are few official reports that Sutphen is aware of. Enclosed are copies of the initial Sutphen report as well as the accident investigation reports that were created by the Arizona Department of Public Safety and the Pima County Sheriff's Office.

PE13-017

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7-25-2013

ENCLOSURE

REQUEST 10

Accident Investigation Report -
8-20-12



Attorney-Client Privilege

Date: August 20, 2012

To: Steven Potts, David Weber (Potts & Associates), Jim Juneau (Juneau Stacy & Ucherek)

To: Drew Sutphen, Julie Phelps, Eric Bates

From: Ken Creese

Re: Accident Investigation – Production [REDACTED] AZ, SPH100 Aerial Platform

At approximately 11:30 pm on Wednesday August 15th I received a call from Scott Herb (original sales person for this machine) telling me that the SPH100 aerial platform in [REDACTED] AZ experienced some type of failure and that several people were hurt. We assembled a team to go to [REDACTED] to provide investigative support. The team included me, [REDACTED] (Production Manager) and [REDACTED] (Delivery Engineer and Aerial Technician). The following is a brief outline of what we were told happened:

The fire department was hosting a group of people from the local Rotary Club. They were invited to have dinner with the fire fighters on shift at station [REDACTED]. At some time during the event the guests were invited to take a ride in the aerial platform. One (1) firefighter and four (4) civilians were in the work platform and extending out at an angle of 40 degrees. At about two thirds extension the device stopped extending. It is unknown if the operator continued to attempt to extend the device. It then rapidly retracted. Everyone was wearing safety harnesses. ***Note that on August 20th we viewed a photo from a news article in the [REDACTED] News. This photo shows the rescue effort to remove the occupants of the aerial platform. The angle of the bucket in the photo leads us to believe that the aerial was at a steeper angle than we were told. It may have been as steep as 65 to 70 degrees.***

We boarded get a flight to Tucson at 7:45 am on August 16th less than 9 hours after learning of the incident. We arrived on site at approximately 1:00 pm August 16, 2012. The truck was parked at the rear of the fire station just behind the center bay. This is the position the truck was in when the accident occurred. The stabilizers were deployed and the aerial device was bedded. However, the aerial was not completely retracted. Two cables were lying off the left side of the vehicle. The entire area was closed off with yellow plastic tape.



Attorney-Client Privilege



Photo showing the cables lying off the side of the apparatus

We approached the group of people near the truck and were introduced to Terry Johnson who is an investigator with the AZ Department of Public Safety.

6401 S Tucson Blvd
Tucson AZ 85706
520 746 4667
jtjohnson@azdps.gov

There were also several firefighters and the fire Chief [REDACTED].

Mr. Johnson explained that the DPS had cut some of the cabling for samples and had taken the two cable ends to their facility. We did not get a chance to see the cable end pieces. We were told that we could get access to the components upon request. I questioned the cutting of the cables with surprise.

Officer Johnson explained his concern was with two pulley sheaves located at the end of the second boom section. He asked us to look at the two sheave wheels. He wanted to know if it was normal for them to be tight and not turn. The two wheels appeared to be off center by about ½" and locked up tight. We explained that it was not normal.



Attorney-Client Privilege



Note in the above photos that there is no visible grease around the sheave wheel and that the wheel is pulled off center approximately 3/8". These two wheels could not be turned by hand.

It is important to note that both extend cables failed.

Below are photos of the same components on a truck (Rostraver PA # HS4382) that was manufactured one year prior to the Green Valley unit. The grease is plainly visible and the pulley wheels are centered.



We did find one cable end that was frayed.

Visible broken strands of the extend cables





Attorney-Client Privilege

Officer Johnson told us he had already requested a mechanic to come to the site. Joe Underwood a mechanic for United Fire Equipment in Tucson arrived about 90 minutes after we began taking photos of the truck.

When Joe arrived we had swung the boom to the right sight side of the apparatus to get a better view of the underside of the boom assembly.



Mr. Johnson asked Joe to take the pulley wheels apart. The pin appeared to be difficult to remove and required considerable force to drive the pin out.

Once the first wheel was removed we found that there was no visible lubricant and the composite bearing was worn completely away on one side. The pin itself was worn flat about $\frac{3}{16}$ to $\frac{1}{4}$ ". The wheel is showing signs of abnormal wear on both the top and bottom side where it was rubbing on the bracket.



Worn Pulley Pin



Composite Bearing showing 70% to 80% of the material worn away.



Attorney-Client Privilege



Sheave Wheel showing metal on metal contact and no lubrication. Note that the outside area was also rubbing on the bracket. This would make one assume that no lubrication is the cause of this wear.

For comparison, below are photos of the Rostraver PA unit



Sheave Wheel Pin with no wear



Sheave wheel with no wear, unlike the components on the [REDACTED] unit



Attorney-Client Privilege



Composite Bearing as installed in the wheel. No signs of wear. This wheel is from the Rostraver unit that is one year older than the [REDACTED] unit.

Once the components were removed from the [REDACTED] aerial boom Mr. Johnson asked us our opinion and whether we felt the lack of lubrication was the root cause of the component failure. We declined to draw a conclusion until our engineers had time to review the information collected. However, when he asked Joe Underwood (United Fire Equipment) his opinion as to what caused the problem; Joe told him that it was a lack of grease.

Nearing the later part of the day we had decided that we had seen enough. We waited around for what we thought was going to be an insurance adjuster but that person did not arrive. However, an Attorney for [REDACTED] insurance company did come for a few minutes and spoke privately with the Fire Chief. The Chief informed us that the truck was going to be kept in the bay, instead of being sent back to the factory for repairs as that they planned to have some metallurgical evaluation done.

We then asked for copies of the truck's maintenance records and were told that we could get them in the morning. The next morning we stopped by at 9:00 am and picked up a large envelope and headed to the airport to return home. After opening the envelope we found that it contained some invoices for various parts that were bought for the truck from suppliers such as Hale Products (Pump Manufacturer) and some data on annual inspections by a third party firm. It did not contain any information associated with daily weekly or monthly checks that should be done and documented. At 4:15 pm Monday the 20th I contacted Chief [REDACTED] to inform him that these documents were not in the envelope and he said they are currently compiling this information.

All of the components that were removed from the [REDACTED] truck were taken into evidence by Terry Johnson. He stated that we would have access to these parts at any time.

We have approximately 125 photos taken while we were on site in [REDACTED]. Terry Johnson of the AZ DPS stated he had nearly 200 or more. We asked him to share those but he said he was not able to. We don't have any photos taken immediately after the incident that would provide definitive proof of extension and angle of the boom. The photos are contained on the drives provided.



Attorney-Client Privilege

Things we do not know:

- What was the actual load in the platform at the time of the incident? It is reported that there were (5) people. What is the combined weight of the people?
- What was the angle the aerial device was operating at? Department states 40 degrees. However, one photo from the news report leads us to believe it was steeper.
- Were the cable properly adjusted?
- Had there been any reports by the firefighters about noise or squealing when operating the aerial?
- We have not been given or seen any records relative the daily, weekly and monthly maintenance on the cables and or sheave system.
- This is a dual cable system; did one cable break prior to the other?

End of Report

PE13-017

SUTPHEN

7-25-2013

ENCLOSURE

REQUEST 10

PCSO Report

PRS, Inc.

"Your Source For Public Records"

P.O. Box 456 Chandler, AZ 85244-0456 Phone 800.304.6730 Fax 800.304.0301

Company Code: **TRAPHX**

Company Name Branch **St. Paul Travelers Insurance-Phoenix**

Order #: **232343**

Policy State

Claim or File #

Attention **David Weber**

dweber@travelers.com

Type of Loss: **Equipment Failure w/Injury**

Investigating Police/Fire Agency **Pima County Sheriff, AZ**

Report

Officer Name/Badge #: **T. Tuminello #6128**

Location of Loss:

City

State: **AZ**

Date of Loss: **8/15/2012**

Time:

Party #1 Involved:

DOB:

SSN:

Plate/State:

DL#/State:

Party #2 Involved:

DOB:

SSN:

Plate/State:

DL#/State:

Additional Info: This involved the and 4 civilians.

123

Number of Pages Including This Page

Thank you for your business.



Pima County Sheriff's Department

Detail Incident Report for [REDACTED]

Nature: ASSIST OA

Location: [REDACTED] Beat 2

[REDACTED] AZ [REDACTED]

Offense Codes: 6001

Received By: Rice,Natasja

How Received: 911

Agency: PCSD

Responding Officers: Weeks,John Tuminello,Trevo Trueblood,Aimee Kapusinski,Edwa Sampson,MaryLou Daidone,Richard Ertel,James

Responsible Officers: Tuminello,Trevo

Disposition: Active 08/15/12

When Reported: 18:01:16 08/15/12

Occurred Between: 18:00:04 08/15/12 and 18:00:08 08/15/12

NOTICE:

PRIVATE OR CONFIDENTIAL INFORMATION, SUCH AS DATE OF BIRTH, SOCIAL SECURITY NUMBER AND HOME ADDRESS, HAS BEEN REDACTED PURSUANT TO ARIZONA LAW.

NARRATIVE:

Initial Case Dictated by T. Tuminello #6128 in Supp. 2

Assigned To:

Detail:

Date Assigned: **/**/**

Status:

Status Date: **/**/**

Due Date: **/**/**

Case History:

Radiolog:

Unit: 176

Enroute: 18:04:13 08/15/12

Arrived: 18:04:18 08/15/12

Completed:18:50:25 08/15/12

Unit: 643

Enroute: 18:01:54 08/15/12

Arrived: 18:32:55 08/15/12

Completed:18:47:35 08/15/12

Unit: 657

Enroute: 18:01:54 08/15/12

Arrived: 18:04:53 08/15/12

Completed: 22:34:08 08/15/12

Unit: G14

Enroute: 18:09:16 08/15/12

Arrived: 18:13:43 08/15/12

Completed:

Unit: G15

Enroute:

Arrived: 18:39:04 08/15/12

Completed:

INVESTIGATIVE LEAD:

Name:

Name:

Name:

Name:

Name:

Name:

Name:

Name:

Name:

Name:

PROPERTY INFORMATION:

Item Type: DIMS	Property 490735	
Item/Brand:	Number:	
Serial Number:	Model:	
Characteristics:	Color: /	
Quantity: 1	Meas:	Total Value: 0
Owner ID:		

=====

SUPPLEMENTAL NARRATIVE: (LWSUPL: Supplemental Nbr. 1)

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Supplement Dictated by J. M. Weeks #5986 on 08/15/12 at 2138 hrs.

Total Dictation Time = 14:26 mins.

On 08/15/12, at approximately 1800 hours, I responded to an assist other agency at the [REDACTED] fire station located at ***** taker received information that there was an incident at the fire station; however, there were no details given, and we were asked to respond to assist.

Prior to arrival on scene, Sergeant A. L. Trueblood #1197 and Deputy T. Tuminello #6128 arrived on scene. I was advised that a landing zone was being set up on La Canada. When I responded I was asked to block a entry into a private facility located just south of the incident location.

I then made contact with Sergeant Trueblood, who advised me there appeared to be some sort of incident with a ladder on a fire truck behind the fire station, and there were people injured, and people needing to be transported via ambulance and via helicopter.

I stood by on scene, until I was required to leave and respond to another call.

At approximately 2000 hours, I was asked to respond back to the location to assist Deputy Tuminello with conducting interviews with involved firefighters at the fire station. I spoke to five firefighters. The following is a synopsis of what was said by each firefighter.

The first firefighter I interviewed was identified by his Arizona driver's license as [REDACTED] (DOB ***** [REDACTED] is an engineer for the [REDACTED] Fire Department with Badge [REDACTED] is a member of Engine [REDACTED] which station is located at Abrego and Continental in [REDACTED]

[REDACTED] advised that he responded to a call at the fire station on [REDACTED]. He was advised that it was an emergency call to assist at the fire station. He was not given any information on what it was.

[REDACTED] stated when he arrived on scene, he was guided to the back of the fire station. He was at that point driving the engine. [REDACTED] stated when he responded to the back of the fire station, he saw the ladder on fire truck involved, and it appeared to be broken. He said he saw cable hanging from the ladder, and there appeared to be a door that fell off of the basket on the fire truck.

[REDACTED] stated his assigned duty when he arrived on scene, was security officer. He stated he stood underneath the ladder making sure that nobody walked underneath it during the entire incident, and that was his involvement.

I then spoke to the captain of Engine # [REDACTED] the same engine [REDACTED] was assigned to. Captain [REDACTED] was identified by his Arizona driver's license with date of birth of [REDACTED]. Captain [REDACTED] stated that he again received the call for emergency services and responded at approximately 1800 hours. He was directed to the back of the fire house. He observed that the ladder was broken, and observed there appeared to be several people in the basket of the ladder; he did not know how many people. He was then asked to respond to La Canada to assist with responding firefighters. He was advised that other engines with ladders were responding to assist, and he was to direct them where to respond.

During my initial time on scene, I saw Captain [REDACTED] directing ambulances and fire trucks that were coming to the scene.

The third individual that I interviewed, was identified by an Arizona driver's license as [REDACTED] (DOB ***** with Badge # [REDACTED] Fire Department [REDACTED] assigned to Engine # [REDACTED] which station is located a [REDACTED] west of.

[REDACTED] advised me that once he arrived on scene, he was directed to the actual engine that was involved. He was stationed at the bottom of the ladder, where he assisted with patients as they were coming down the ladder. He assisted by helping secure the patients coming down the ladders into gurneys. He said there were four civilian patients and one firefighter, which he assisted in helping secure to gurneys. That concluded his involvement.

The fourth individual I spoke to, was identified by an Arizona driver's license as [REDACTED] (DOB ***** with Badge # [REDACTED] Fire Department [REDACTED]. He was assigned to Engine # [REDACTED] which is the engine that was involved at the [REDACTED] fire station. He advised me that he was operating the ladder at the time of the event that he described as a catastrophic failure of the ladder.

[REDACTED] advised that the event was a terrible event. They had four visitors at the [REDACTED] fire station, and they were giving them a demonstration of the firefighter ladder. He was in charge of the ladder. All individuals were fitted with security equipment, to include harnesses and helmets. He said once all the individuals were secured in the basket, he then raised the basket up to

what he said was approximately 60 feet up in the air. He said at that point the ladder was extended to around 60 feet in the air, and the cable underneath the ladder, which controls the up and down movement of the ladder broke. He then heard the cable snap and fall down. He then observed the ladder begin collapsing. He said he believed it collapsed approximately 30 feet; from 60 to 30 feet. He said at first it was moving kind of slow, but then got really fast, and then came to a very sudden stop. [REDACTED] said that when this occurred, he saw that one male subject had his leg, which appeared to have fallen out of the actual bucket, and also that part of the bucket fell and fell down to the ground underneath the truck.

[REDACTED] advised me from that point on, he assisted by running supplies up to firefighters who were assisting in actual patient care in the basket, to include running water up to the people involved, as well as medical supplies including splints and other items needed to assist with the patients in the basket. That concluded his involvement.

The last individual I interviewed was identified by an Arizona driver's license as [REDACTED] DOB ***** with Badge [REDACTED] assigned to Engine [REDACTED] again the engine that was involved in this incident at the [REDACTED] fire station at *****

[REDACTED] stated that he gave the initial tour of the station to the four civilian individuals involved. He advised that he assisted after conducting the tour, with securing the helmets and safety harnesses on the four individuals. The fifth individual was an actual firefighter who took care of his own safety equipment. He stated after the individuals were safely in the basket, he was standing by when they were lifted up into the air. He stated they were lifted in the air approximately 60 feet. He observed that the cable snapped, at which time he observed the ladder begin to collapse. He said he believed it collapsed very quickly. His estimation was approximately 40 miles per hour. He stated that the ladder then came to a sudden stop. He saw one individual, who he described as an elderly man with a thin build, who he said he believed his name was [REDACTED]. He said he saw this individual fall out of the basket and was dangling from the safety harness.

[REDACTED] then saw a female, which he believed was possibly the spouse of this individual that fell out of the basket, coming out on top of him, trying to help him back into the basket.

[REDACTED] said he followed the engineer [REDACTED] which is the individual I spoke to prior to him [REDACTED] up to the ladder attempting to ascertain the extent of injuries. He said at that point he acted as a runner, going up and

relaying information from the people in the basket conducting medical care, to the individuals at the bottom of the ladder. He advised me that concluded his involvement.

For all other individuals involved and interviewed by Sheriff's Department, please refer to Deputy Tuminello's additional report.

This concludes my involvement.

NFI Transcribed by #6410 on Thu Aug 16 15:15:27 MST 2012

End of SUPPLEMENTAL NARRATIVE: (LWSUPL: Supplemental Nbr. 1)

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SUPPLEMENTAL NARRATIVE: (LWSUPL: Supplemental Nbr. 2)

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Initial Case Narrative by T [REDACTED] on 08/17/12 at 1459 hrs.
Total Dictation Time = 20:13 mins.

On 08/15/2012, at approximately 1800 hours, I was dispatched to the address of *****
location. The only information provided was that there had been an emergency medical services incident at the location and they were requesting law enforcement.

Upon arrival, with Sergeant [REDACTED] made contact with one of the firefighters on scene. They were requesting that we close La Canada Drive so that they were able to land a helicopter for a medical evacuation of a patient.

I closed southbound La Canada just north of the fire station and Sheriff's Auxiliary Volunteers (SAV) closed northbound La Canada just south of the fire station and re-routed traffic while waiting for the helicopter to land. Once the helicopter had landed, it was on the ground for approximately fifteen minutes when they stated that the helicopter would need to lift off to go burn off extra fuel. While the helicopter was gone from the scene, I could see that the hook and ladder fire truck had the ladder extended with the bucket on top and there were approximately three or four people inside the bucket. A firefighter had initially informed us that there had been some type of a catastrophic mechanical failure with the ladder truck and there had been injuries involving both civilians and firefighters.

The helicopter turned and landed in front of the fire station and one patient was loaded onto the helicopter. Just prior to the helicopter landing, there were several ambulances on scene, which departed, transporting patients to hospitals.

While I was continuing point control, SAVs had also responded to my location to assist with closing down the southbound side of La Canada. A firefighter was approaching from the fire station and I made contact with him. He stated that the battalion chief had requested a sergeant or any law enforcement officer to come down to the fire station; however, he did not say why.

I informed the SAVs that I would be leaving the intersection for a moment to go speak with the firefighters. Once I was down at the station, I spoke with the battalion chief. He requested that we start a call number to document the incident, or who was involved and what they had seen or done during the incident. He briefed me on what had occurred, advising that the extendable ladder on the fire truck had suffered some type of mechanical malfunction and one firefighter and four civilians had been injured. He advised me that there were approximately twelve or more people who would need to be interviewed or documented. I contacted Sergeant [REDACTED] and advised her that I would need assistance in conducting the interviews. Deputy [REDACTED] had responded to assist in conducting the interviews.

I first spoke with a firefighter paramedic, [REDACTED]. He stated that he was from Station [REDACTED] located at [REDACTED]. He said that they were dispatched to an EMS incident; however, they were not given any details as to what had happened until they arrived on scene. Once they arrived on scene, the captains and the fire chief assigned him to extrication, which involved removing patients from a second bucket on a ladder truck onto gurneys and to administer first aid and load the patients into ambulances.

I next spoke with [REDACTED] from Station [REDACTED], located at [REDACTED]. He said that they were the second engine to arrive and he was assigned to conduct medical treatment of patients. He said that there were approximately five people in the bucket at the top of the ladder and he transferred people from the second bucket onto gurneys and applied C-Spine apparatus for transport. He observed that there were at least two patients with fractured bones.

The second bucket was a fire truck from the [REDACTED] Fire Department [REDACTED], which had responded to this location to assist in extricating people from the ladder truck that had malfunctioned. From the time I was conducting point control to traffic, I observed the second fire truck arrive and the bucket

lifted so that the injured could be transferred from one bucket to the other and then lowered to the ground.

The third firefighter I spoke with was identified as [REDACTED]. He said that he was also from Station [REDACTED]. He told me that they were dispatched for an EMS call and was advised that the bucket ladder had a catastrophic failure. He was assigned to extrication - removing patients from the [REDACTED] bucket onto gurneys.

The next firefighter with whom I spoke was identified as [REDACTED] from Station [REDACTED]. He said that he is a Technical Rescue Technician (TRT). When they responded to the call they were not provided any information and at first he thought it was a drill or a training exercise, as this is something they commonly do between two different fire stations. He stated that they stage practice drills at one station and respond from another. Once he arrived on scene I saw that the ladder and bucket were extended and he could see a frayed and broken cable hanging from the ladder. The door to the bucket was laying on the ground. At that time he realized it was not a drill, but an actual emergency. It became a rescue operation at that time. Mr. [REDACTED] task during the rescue was to go up in the [REDACTED] truck's bucket in order to remove patients from the disabled bucket and place them into the [REDACTED] bucket and lower them to the ground.

Mr. [REDACTED] described one patient as being a [REDACTED] year old male who was air lifted in the helicopter. He also helped one female, approximately [REDACTED] years of age, with an open ankle fracture. A third female who was complaining of a shoulder injury and Captain [REDACTED] were also in the bucket. Captain [REDACTED] possibly had rib fractures and abrasions on one side of his back.

I spoke last with the Operations Chief of the [REDACTED]. He stated to me that the incident had started as a VIP dinner for several individuals who had made contributions to the fire department. He said that he knew all of the individuals personally. He advised that these individuals, civilians, had been invited to the fire station to have supper and had been given a tour of the fire station. He indicated that this is common practice and was not outside of the fire station's policy. He stated that during this tour they allowed the civilians to go up in the bucket on the ladder truck. All persons going up in the bucket are required to wear a safety harness and a lanyard that attaches them to the inside of the bucket. They are required to also wear a fireman's hard hat. He said that there were four civilians and one firefighter, Captain [REDACTED], who went up in the bucket. He advised that the engineer of this fire truck was operating the ladder, extending it very slowly. He said he had actually teased the engineer because of how slowly he was doing so. If they had

raised the ladder too quickly, it may be jerky, so was raising it very slowly so that the ride would be smooth. He told me that the ladder extends to approximately 100 feet and at this time the had only extended the ladder to approximately 60 feet. After extending the ladder, stopping at 60 feet, Captain [REDACTED] was about to swivel the ladder to the side; however, just before doing so there was a loud pop. At that time they saw a cable dangling from the underside of the ladder. Captain [REDACTED] turned around and looked at Chief [REDACTED] who was standing behind him on the truck. They then decided at that time that they would not swivel the ladder, but would attempt to lay the ladder down, level, in order to get everyone out of the bucket. There had obviously been some type of mechanical failure with the ladder.

Chief [REDACTED] advised that approximately 30 to 45 seconds had elapsed since the cable broke. When Captain [REDACTED] turned around to operate the controls and bring the ladder down, before he could do anything, the bucket started sliding down.

NOTE: The ladder is a telescoping ladder that extends and it had begun to collapse.

Chief [REDACTED] indicated that it had started sliding slowly; however, it started moving faster. The ladder bottomed out and stopped once it had reached the end of the first section. At this time one of the male occupants of the bucket fell out of the bucket and was hanging by the safety lanyard and the door of the bucket had been broken off. The bucket had been distorted slightly from the impact. One of the females was also hanging slightly out of the bucket, through the door opening. Captain [REDACTED] was able to pull her back inside of the bucket and was also able to pull the male who was hanging by the safety lanyard back inside of the bucket.

Chief [REDACTED] then made notifications and called other fire stations for an emergency assist. He said that the two local fire stations, [REDACTED] both responded, along with ambulances and the Med-Evac helicopter was dispatched the [REDACTED] was also dispatched because they were the only fire truck that was close with an extendable ladder with a bucket for extrication.

Chief [REDACTED] stated that inspections are held once a week and Wednesday is inspection day. The ladder truck had just been inspected that morning. I asked him who performs the inspection. He stated that the truck engineer performs the initial inspection, which is then double-checked by himself. He said that there were no faults or malfunctions found on the fire truck at that time.

While waiting to conduct interviews with the firefighters and paramedics, I then

took photographs of the location of incident with my department issued digital camera. I took photographs of the fire truck and the frayed cable hanging from the bottom of the ladder, which was still extended.

All persons were rescued from the bucket and transported to medical facilities.

As of this time Chief [REDACTED] had no explanation as to how the bucket could have failed, as everything was in good working condition. Please see Deputy [REDACTED] report for details regarding his interviews with the other involved individuals.

On SD photo memory card was turned in at the [REDACTED] District Office.

This concludes my involvement.

NFI Transcribed by [REDACTED] on Fri Aug 17 19:31:04 MST 2012

End of SUPPLEMENTAL NARRATIVE: (LWSUPL: Supplemental Nbr. 2)

PE13-017

SUTPHEN

7-25-2013

ENCLOSURE

REQUEST 10

DPS Report Sect 1

PRS, Inc.

"Your Source For Public Records"

P.O. Box 456 Chandler, AZ 85244-0456 Phone 800.304.6730 Fax 800.304.0301

Company Code: **TRAPHX**

Company Name **Branch St. Paul Travelers Insurance-Phoenix**

Order #: **249155**

Policy State:

Claim or File #

Attention **David Weber**

dweber@travelers.com

Type of Loss: **Equipment Failure w/Injury**

Investigating Police/Fire Agency: **Arizona Dept. of Public Safety, AZ**

Report #

Officer Name/Badge #: **Terry Johnson**

Location of Loss: **250 N La Canada Dr**

City

State: **AZ**

Date of Loss: **8/15/2012**

Time:

Party #1 Involved:

Fire Department

DOB:

SSN:

Plate/State:

DL#/State:

Party #2 Involved:

DOB:

SSN:

Plate/State:

DL#/State:

Additional Info: This involved the **Fire Department and 4 civilians.**

Number of Pages Including This Page _____

Thank you for your business.



ARIZONA DEPARTMENT OF PUBLIC SAFETY TABLE OF CONTENTS

DR NUMBER: [REDACTED]

JAN 14 2013
3009

I. SYNOPSIS

II. INVESTIGATION

1. Investigative report authored by Arizona Department of Public Safety Detective J. Johnson #2479
2. Supplemental report authored by Arizona Department of Public Safety Detective J. Eccles, #5423
3. Supplemental report and scene diagram authored by Arizona Department of Public Safety Detective G. Anderson, #3601
4. Supplemental report authored by Arizona Department of Public Safety Sergeant P. Castellano, #4925
5. Supplemental report authored by Arizona Department of Public Safety Officer D. Hopkins, #6537

III. FINDINGS

IV. INTERVIEWS

1. Interview of [REDACTED]
2. Interview of [REDACTED]
3. Interview of [REDACTED]
4. Interview of [REDACTED]
5. Interview of [REDACTED]
6. Interview of [REDACTED]
7. Interview of [REDACTED]
8. Interview of [REDACTED]
9. Interview of [REDACTED]
10. Interview of [REDACTED]
11. Interview of [REDACTED]
12. Interview of [REDACTED]
13. Interview of [REDACTED]
14. Interview of [REDACTED]
15. Interview of [REDACTED]
16. Interview of [REDACTED]
17. Interview of [REDACTED]
18. Interview of [REDACTED]
19. Interview of [REDACTED]
20. Interview of [REDACTED]

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21. Interview of [REDACTED]
22. Interview of [REDACTED]
23. Interview of [REDACTED]
24. Interview of [REDACTED]
25. Recordings of the above mention interviews

V. SUPPORTIVE DOCUMENTS

1. [REDACTED] truck check list
2. [REDACTED] specification document, Sutphen Corporation "tree view" parts list for Tower [REDACTED] and Sutphen Corporation "layout" design for Tower [REDACTED]
3. [REDACTED] Arizona weather information for August 15, 2012
4. [REDACTED] Fire District Computer Aided Dispatch history
5. Mrs. [REDACTED] medical records from the University of Arizona Medical Center dated August 15, 2012
6. Mr. [REDACTED] medical records from the University of Arizona Medical Center dated August 15, 2012
7. Mrs. [REDACTED] medical records from the University of Arizona Medical Center dated August 15, 2012
8. [REDACTED] Fire District Captain [REDACTED] medical records from the University of Arizona Medical Center dated August 15, 2012
9. Mr. [REDACTED] medical records from the University of Arizona Medical Center dated August 15, 2012
10. Drug screen reports for [REDACTED] Fire District Operations Division Chief [REDACTED], Captain [REDACTED] Firefighter/Engineer [REDACTED] and Firefighter [REDACTED]
11. Arizona Department of Public Safety evidence control form
12. [REDACTED] Fire District maintenance record for Tower [REDACTED] delivery documents, Tower [REDACTED] hourly maintenance schedule, Sutphen Corporation Operator and Service Manual and Sutphen Corporation Operator and Service Manual Chapter 2
13. Arizona Department of Public Safety evidence control form
14. Arizona Department of Public Safety evidence control form, two photographs and letter from Sutphen Corporation, Director of Sales and Marketing Mr. [REDACTED]
15. Sutphen Corporation delivery document and Operation and Service Digital Video Disc
16. [REDACTED] Fire District Tower [REDACTED] daily truck inspection reports and call logs for Station [REDACTED] and document reflection dates of incomplete or not documented inspections of Tower [REDACTED]
17. Repair receipt for Tower [REDACTED] from Arizona Byways Incorporated
18. Inspection reports from Diversified Inspections Incorporated for Tower [REDACTED]

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19. Information from [REDACTED] Fire Department, Fleet Management Division, Equipment Repair Specialist [REDACTED]
20. [REDACTED] Fire District letter addressed to the Arizona Division of Occupational Health and Safety
21. Information regarding failures of other fire apparatus'
22. Information regarding the Palm Beach County, Florida Sutphen ladder truck failure
23. Information provided by the Sutphen Corporation regarding failures
24. [REDACTED] Fire District request for evidence release, Arizona Department of Public Evidence control forms and evidence inventory
25. [REDACTED] Fire District Guidelines 6105, 6302, 6303 and 6304

VI. PHOTOGRAPHS

1. Photographs taken by [REDACTED] Fire District Operations Division Chief [REDACTED]
2. Photographs taken by the Pima County, Arizona Sheriff's Department
3. Photographs taken by Arizona Department of Public Safety Detective [REDACTED]
4. Photographs taken by National Institute for Occupational Safety and Health Investigator Timothy Merinar, MS, CFEI

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ARIZONA DEPARTMENT OF PUBLIC SAFETY SYNOPSIS

DR NUMBER: [REDACTED]

On August 15, 2012, [REDACTED] Arizona Fire District Station [REDACTED] located at [REDACTED] [REDACTED] Arizona was scheduled to host a charitable event, "dinner with a firefighter." The on duty [REDACTED] Fire District personnel included Captain [REDACTED] and Firefighter [REDACTED]. Through prior arrangements, [REDACTED] Fire District Operations Chief [REDACTED] agreed to assist with the event by cooking the dinner.

At approximately 1700 hours, [REDACTED] his wife, [REDACTED] along with their friends [REDACTED] arrived at [REDACTED] Fire District Station [REDACTED]. Soon after their arrival, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were provided a guided tour of the fire station and the various fire apparatus by Firefighter [REDACTED].

At the conclusion of the guided tour, Chief [REDACTED] offered Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] a demonstration ride on the ladder/platform portion of the [REDACTED] Fire District ladder truck. After being provided with a safety briefing and safety equipment (structure helmets and safety belts), Captain [REDACTED] was assigned to accompany Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] on the platform.

After entering the platform, Captain [REDACTED] ensured each individual was tethered to designated points of the platform. After being told everyone was secured, Engineer [REDACTED] who was stationed at the "mid-ship" turn table controls, began to raise and then extend the ladder.

At approximately 1756 hours, as the ladder was being extended, a loud popping noise was heard, the ladder abruptly stopped and metal cables were seen hanging from beneath the ladder. Shortly thereafter, the ladder began to retract and as it did, the ladder gained momentum. After three of the five sections of the ladder retracted into each other, the ladder abruptly stopped again.

When the ladder stopped, Captain [REDACTED] was thrown backward into Mr. [REDACTED]. Mr. and Mrs. [REDACTED] fell to the floor of the platform. Mrs. [REDACTED] was thrown upward and then fell onto the floor of the platform. Mr. [REDACTED] struck the platform door. The platform door was knocked from its hinges and Mr. [REDACTED] was partially ejected from the platform. As a result of the ladder failure, Captain [REDACTED] and Mr. [REDACTED] received minor injuries. Mr. and Mrs. [REDACTED] and Mrs. [REDACTED] sustained bone fractures which required surgical repair.

The investigation revealed the failure of the ladder was due to two sheaves (pulleys) having seized in place. After the sheaves seized, two of the cables associated with the ladder function snapped which allowed the ladder to uncontrollably retract.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY SYNOPSIS

DR NUMBER: [REDACTED]

This investigation revealed several factors which could have contributed to the failure of the [REDACTED] Fire District ladder truck. The possible contributing factors are identified as the lack of training, knowledge and ability on how to properly lubricate portions of the ladder, a lack of compliance to ensure the ladder truck was properly inspected on a daily and/or weekly basis, the lack of proper training and/or knowledge in how to detect a developing sheaves failure and/or miscommunication/misunderstanding regarding the maintenance for the ladder portion of the truck.

Additionally, as denoted in the investigative report compilation, there have been several similar documented ladder failures with Sutphen Corporation ladder trucks in the United States. It was also learned through this investigation, premature failure of similar composite bushings (bearings) installed in the sheave and cable system on the Sutphen Corporation ladder trucks have occurred at least ten times with the Phoenix, Arizona Fire Department.

For detailed information regarding this investigation please refer to the investigative report, interviews and supportive documents contained in this compilation.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER: [REDACTED]

EVIDENCE:

- 1PJC A portion of a rivet
- 2PJC A portion of a rivet
- 3PJC A portion of a rivet
- 4PJC A portion of a cable wire strand
- 5PJC A portion of a cable wire strand
- 6PJC A portion of a rivet
- 7PJC A portion of a rivet
- 8PJC A portion of a rivet
- 9PJC Eye glass lens
- 10PJC A portion of a rivet
- 11PJC A portion of a rivet
- 12PJC A portion of a wire cable
- 13PJC A black firefighter helmet (assigned to Firefighter [REDACTED])
- 14PJC A portion of a rivet
- 15PJC A screw head
- 16PJC A portion of a rivet
- 17PJC One class three technical rescue harness
- 18PJC A portion of a brass rivet
- 19PJC Left shoe belonging to [REDACTED]
- 20PJC One bolt washer
- 21PJC Right shoe belonging to [REDACTED]
- 22PJC A black firefighter helmet (Engineer [REDACTED])
- 23PJC One half of a silver colored bracelet
- 24PJC One half of a silver colored bracelet
- 25PJC A portion of a rivet
- 26PJC A portion of a rivet
- 27PJC Two "ladder" safety harnesses (belts)
- 28PJC One gold colored ear ring
- 29PJC One metal ladder bucket door
- 30PJC One gold colored ear ring
- 31PJC A portion of a rivet
- 32PJC A portion of a rivet
- 33PJC A portion of a rivet
- 34PJC One eye glass lens
- 35PJC A portion of a black plastic knob
- 36PJC A portion of a rivet
- 37PJC Section of cable

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SUPPLEMENT REPORT

DR NUMBER: [REDACTED]

38PJC Section of cable
39PJC One bolt
40PJC One screw head
41PJC One wrist watch face
42PJC One nut for a bolt
43PJC One bolt and nut
44PJC Two pairs of eye glass frames
45PJC A section of cable
1JTJ Right side sheave wheel assembly
2JTJ Left side sheave wheel assembly
3JTJ Representative sample of the installed bearing

VICTIMS:

[REDACTED]

Involvement: Mr. [REDACTED] was a civilian observer in the aerial platform apparatus when it failed.

[REDACTED]

Involvement: Mrs. [REDACTED] was a civilian observer in the aerial platform apparatus when it failed.

[REDACTED]

Involvement: Mr. [REDACTED] was a civilian observer in the aerial platform apparatus when it failed.

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DR NUMBER [REDACTED]

[REDACTED]

Involvement: Mrs. [REDACTED] was a civilian observer in the aerial platform apparatus when it failed.

[REDACTED]
[REDACTED] Arizona [REDACTED]
[REDACTED]

Involvement: Captain [REDACTED] was on duty at the time of the incident and in the aerial platform apparatus with the civilian observers when it failed.

WITNESSES:

[REDACTED]
[REDACTED] Arizona [REDACTED]
[REDACTED]

Involvement: Firefighter [REDACTED] was on duty at the time of the incident and witnessed the failure of the aerial platform apparatus.

[REDACTED]
[REDACTED] Arizona [REDACTED]
[REDACTED]

Involvement: Engineer [REDACTED] was on duty at the time of the incident and was operating the aerial platform apparatus when it failed.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY
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DR NUMBER: [REDACTED]

[REDACTED]

[REDACTED] Arizona [REDACTED]

[REDACTED]

Involvement: Chief [REDACTED] was on duty at the time of the incident and witnessed the failure of the aerial platform apparatus.

RESCUE ASSISTANCE:

[REDACTED]

Crew:

[REDACTED]

Involvement: Station [REDACTED] was assigned to assist with the rescue of the victims.

[REDACTED]

Sahuarita, Arizona [REDACTED]
(As of October 22, 2012 Station [REDACTED] was closed)

Crew:

[REDACTED]

Involvement: Station [REDACTED] was assigned to assist with the technical rescue and medical care for the injured victims.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER: [REDACTED]

[REDACTED]
[REDACTED] Arizona [REDACTED]
[REDACTED]

Ladder Truck number [REDACTED] crew:

[REDACTED]

Involvement: The [REDACTED] Fire Department responded to assist with the technical rescue.

TRANSPORTATION:

GROUND AMBULANCE TRANSPORTATION:

Southwest Ambulance

[REDACTED]
[REDACTED] Arizona [REDACTED]
[REDACTED]

Paramedic Ambulance Number [REDACTED]
Crew:

[REDACTED]

Involvement: Transported Mr. and Mrs. [REDACTED] to the University of Arizona Medical Center.

Paramedic Ambulance Number [REDACTED]
Crew:

[REDACTED]

Involvement: Transported Mrs. [REDACTED] to the University of Arizona Medical Center.

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SUPPLEMENT REPORT

DR NUMBER [REDACTED]

Paramedic Ambulance Number [REDACTED]
Crew:

[REDACTED]

Involvement: Transported [REDACTED] Fire Department Captain [REDACTED] to the University of Arizona Medical Center.

Paramedic Ambulance Number [REDACTED]
Crew:

[REDACTED]

Involvement: Responded to the scene, transported no patients

AIR TRANSPORTATION:

Med-Trans Corp PBO

[REDACTED]

Tucson, AZ [REDACTED]

[REDACTED]

Lifeline 3 Helicopter

Crew:

[REDACTED]

Involvement: Lifeline 3 transported Mr. [REDACTED] to the University of Arizona Medical Center.

DETAILS:

During February 2012, the [REDACTED] Chapter of the [REDACTED] hosted a dinner and silent auction as a fund raiser for their sponsored charities. As an auction item, the [REDACTED] Fire District donated a "dinner with a firefighter" for four individuals. [REDACTED] Fire District, Operations Chief [REDACTED] was listed as the contact representative for the [REDACTED] Fire District. A friend of Chief [REDACTED] and fellow [REDACTED] member, Mr. [REDACTED] was awarded the dinner with the firefighter.

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DR NUMBER: [REDACTED]

After learning he had won the prize, Mr. [REDACTED] decided his wife, [REDACTED] along with his friends [REDACTED] would attend the dinner. The dinner was ultimately scheduled to occur on August 15, 2012, at 1700 hours.

(Interviews IV.1 and IV.2)

On Monday, August 13, 2012, [REDACTED] Fire District [REDACTED] Engineer [REDACTED] and Firefighter [REDACTED] were told Chief [REDACTED] would be hosting a dinner at the [REDACTED] Fire District, Station [REDACTED] located at [REDACTED] Arizona.

On Wednesday, August 15, 2012, at approximately, 0800 hours, Captain [REDACTED] Engineer [REDACTED] and Firefighter [REDACTED] arrived at Station [REDACTED]. After being briefed regarding the activities of the previous shift by the departing [REDACTED] Fire District crew, Captain [REDACTED] Engineer [REDACTED] and Firefighter [REDACTED] began their normal station duties which included a detailed inspection of the ladder truck and the preparation required at the station for guests.

(Interviews IV.3, IV.4 and IV.5)

As part of the [REDACTED] Fire District's protocol, there are various aspects of the aerial apparatus (ladder truck) which are inspected on a daily basis. The on duty engineer who performs the inspection utilizes a check list to complete the inspection. The check list is described as a four page document, with columns which identifies various areas of the truck to be inspected on a daily basis. The check list reflects the month and year along with a one week (seven day) period of time, the day of the month is reflected for each day and the engineer who conducts the inspection denotes his/her name on the date of the inspection.

The areas identified as being required to be inspected on a daily basis are the cab controls, instrument panel and equipment, various aspects of the mechanical and electrical equipment, emergency medical services equipment and the fire equipment. Twice a week, on Sunday and Wednesday, the fluid levels (I.E. engine oil, transmission fluid, coolant, brake/air pressure, power steering fluid and wiper fluid), battery, belts, hoses, breather valve/transmission, front and rear brakes, suspension/steering components, drive line, tire air pressure and tire wear are to be inspected. The engineers are also to check the truck for fluid leaks.

During the Wednesday inspection, the engineers are required to perform a detailed inspection of the truck, as noted above, along with an inspection of the aerial (ladder) apparatus.

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DR NUMBER: [REDACTED]

The detailed Wednesday inspection related to the aerial apparatus is to include an inspection of the stabilization system, the turn table and controls, platform and controls and to visually inspect the tower structural components. The ladder portion of the aerial apparatus is divided into sections. Those sections include the slide block paths, aerial extension/retraction cylinders, water tubes, turn table hydraulic lines, sheaves and cables along with the track/wiring harness. On the last page, there is an area dedicated for notes from the engineer.

(Supportive Documents V.1)

The aerial (tower) portion of the truck consists of a turn table with hand and foot controls (the base), the base portion of the ladder and four ladder sections, each section of the ladder is commonly referred to as "fly." The base contains a hydraulic system which raises/lowers the ladder apparatus. There are a series of cables and sheaves (pulleys) which are utilized to extend and retract four sections of the ladder. At the end of the last ladder section, there is a partially enclosed platform.

(Supportive Documents V.2)

The cables are constructed with numerous strains of braded steel wire and measures approximately one half inch in diameter. The pulleys are constructed of stainless steel. The pulleys are held in place by a flange (brace), metal pin and a composite bearing.

At an undocumented time, but estimated to be approximately 1400 hours, as required by the [REDACTED] Fire District protocol, Engineer [REDACTED] and Firefighter [REDACTED] began a detailed inspection of the ladder truck. The ladder is identified as Tower [REDACTED], which is housed at Station [REDACTED]. Tower [REDACTED] is described as a 2009 Sutphen Corporation model SPH 100, Aerial Platform. The serial number for the truck is listed as [REDACTED] and a vehicle identification number of 1S9A3JLE89 [REDACTED]. The numbers [REDACTED] and Arizona governmental registration license plate number [REDACTED] are displayed on the left rear of the truck.

In order for Engineer [REDACTED] to perform the detailed inspection, the truck was removed from the vehicle bay and relocated to the employee parking lot, east of Station [REDACTED]. As a part of the inspection, the ladder portion of the truck was extended to its maximum length (one hundred feet) and lowered to approximately head height, which allowed Engineer [REDACTED] to visually inspect various components of the ladder, to include the cables and pulleys.

At some point during the inspection, Firefighter [REDACTED] mounted the platform to ensure the firefighting equipment was present in the platform.

Engineer [REDACTED] spent eight to ten minutes visually inspecting and "pulling" on the cables. During the inspection of the ladder truck, neither Engineer [REDACTED] nor Firefighter [REDACTED] found any issue which would cause a concern for the safe operation of the ladder truck.

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DR NUMBER: [REDACTED]

Between 1500 and 1530 hours, Chief [REDACTED] arrived at Station [REDACTED] to prepare the food and be present when Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] arrived. In an interview, Chief [REDACTED] stated, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] are supporters of the [REDACTED] Fire District and they contributed to the purchase of a vehicle. Because of this, he was going to invite them to ride inside the aerial platform during a demonstration of the ladder truck.

According to Chief [REDACTED] Fire District chooses to assist with approximately six to eight charitable fund raising events per year. The dinner with a firefighter event has become a "more popular" auction item and it has assisted in rising "quite a bit" of money. Chief [REDACTED] stated this event is not exclusive to the [REDACTED] and dinners are also donated to the "larger" community charitable events.

(Interviews IV.6)

After Chief [REDACTED] arrived at Station [REDACTED], he told Engineer [REDACTED] it was his ([REDACTED] intention to offer Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] the demonstration ride in the ladder truck. In order to save time, he asked Engineer [REDACTED] to "pre stage" the truck. Engineer [REDACTED] set the outriggers (stabilizers) and readied the truck. When "they" were ready to go, all he had to do was start the truck and raise the ladder. As requested, Engineer [REDACTED] "staged" the ladder truck in the east parking lot prior to the arrival of Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED]

(Interviews IV.4)

According to www.wunderground.com, at 1700 hours, the weather conditions were clear, the temperature was ninety-two degrees, and the wind was from the north/northwest at one mile per hour. The lighting conditions were daylight.

(Supportive Documents V.3)

At approximately 1700 hours, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] arrived at Station [REDACTED]. After they arrived, Chief [REDACTED] introduced them to Captain [REDACTED], Engineer [REDACTED] and Firefighter [REDACTED]. After some general conversation, Chief [REDACTED] explained the plans for the evening.

Soon thereafter, Firefighter [REDACTED] was assigned to provide a guided tour of the fire station to Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED]. Chief [REDACTED], Captain [REDACTED] and Engineer [REDACTED] followed Firefighter [REDACTED] through the approximate forty five minute long tour.

After completing the tour of the living quarter's portion of the station, Firefighter [REDACTED] guided Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] to the vehicle bay.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER [REDACTED]

Noticing a possible storm developing, Chief [REDACTED] and Engineer [REDACTED] decided the wind could become a factor in the safe operation of the ladder. Soon thereafter, Firefighter [REDACTED] was instructed to obtain the proper safety equipment for Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED]. This equipment included "structure helmets" and the ladder belts.

This investigation revealed Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were not offered a [REDACTED] Fire District civilian observer form before being allowed to ride on the ladder truck. In his interview, Chief [REDACTED] stated this was an "oversight" and because he was the ranking individual on scene, he accepts the responsibility for this oversight. Also in his interview, Chief [REDACTED] stated the ride on the ladder truck was not going to be a part of the evening. This was a spur of the moment type of decision.

After having obtained the safety equipment, Firefighter [REDACTED] assisted with securing the safety equipment on Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED].

Prior to allowing Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] to ride on the ladder truck, Captain [REDACTED] conducted a safety briefing. The safety briefing was conducted from general knowledge. This investigation did not identify any "official" document which denotes what will be discussed during a safety briefing. Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were also told Captain [REDACTED] would accompany them on their ride on the platform.

As they were being fitted with the safety equipment, Chief [REDACTED] was photographing Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED].
(Photographs V.1)

Soon thereafter, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were assisted into the platform. Before the ladder and platform was moved, Captain [REDACTED] ensured each person was "locked in" (tethered to the platform). Captain [REDACTED] also ensured the platform door was secured.
(Photographs V.1)

Mr. [REDACTED] was standing to what would be considered the rear of the platform, on the driver's side of the truck. Mrs. [REDACTED] was standing slightly to his left and in front of him. Mr. [REDACTED] was standing to the rear of the platform, on the passenger side of the truck. Mrs. [REDACTED] was standing in front of him. Captain [REDACTED] was standing between the two couples toward the front of the platform.

As Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were being tethered to the platform, Engineer [REDACTED] ensured the truck was set properly, the required "green lights" were illuminated on the control panel and he positioned himself at the "mid ship" operator turn table pedestal and waited for the signal indicating the ladder was to be extended.

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DR NUMBER [REDACTED]

Captain [REDACTED] was aware, affixed on the platform, is a placard which reflected the gross weight limit for the platform being one thousand pounds of additional weight. However, the weight limit was five hundred pounds when water was flowing. Prior to entering the platform, Captain [REDACTED] estimated the weight of all five individuals as being between nine hundred and nine hundred and seventy-five pounds.

In "general terms," Chief [REDACTED] was aware the weight limit for the platform was one thousand pounds without water flowing to it. However, talking with individuals having knowledge about aerial apparatus, he has heard a platform can handle more than one thousand pounds. Even with knowing this information, Chief [REDACTED] advised they are instructed not to put more than one thousand pounds on the platform.

After the Captain [REDACTED] acknowledged everyone was secured, Engineer [REDACTED] began to slowly to raise the ladder. Once the ladder was raised to an angle of approximately fifty degrees, Engineer [REDACTED] began to extend the ladder.

(Photographs V.1)

As the ladder was being raised, Chief [REDACTED] was standing approximately ten feet away from the truck on the driver's side. Firefighter [REDACTED] was standing on the driver's side of the truck, approximately twenty feet away.

Initially, as the ladder was being raised, neither Chief [REDACTED] Engineer [REDACTED] nor Firefighter [REDACTED] heard any unusual noises coming from the truck. It was quiet and moving forward with no problems.

At 1756 hours, once the ladder reached a height of between sixty and eight feet, Engineer [REDACTED] heard a "loud pop" and he observed two cables flying out from under the "last fly" of the ladder. Firefighter [REDACTED] and Chief [REDACTED] also heard a loud pop and noticed the cables "swinging down" from the ladder. The loud pop was described to be similar to a handgun being fired.

According to Captain [REDACTED] the platform all of a sudden came to a "hard stop." He described the stop as being harder than what he had ever felt the platform stop before.

Immediately after the cables failed, Engineer [REDACTED] took his hands off of the controls and stepped away from them. Engineer [REDACTED] asked Chief [REDACTED] what he [REDACTED] wanted him [REDACTED] to do. Within an approximate forty five second to one minute time span, Chief [REDACTED] questioned Engineer [REDACTED] if there was a way to lower ladder using the hydraulic system.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER [REDACTED]

While Chief [REDACTED] and Engineer [REDACTED] were discussing the situation, Captain [REDACTED] contacted Engineer [REDACTED] via the truck intercom system. Captain [REDACTED] asked Engineer [REDACTED] if he [REDACTED] wanted him [REDACTED] to take over the controls. Engineer [REDACTED] quickly answered Captain [REDACTED] with an emphatic no.

Within seconds after the exchange of words between Captain [REDACTED] and Engineer [REDACTED] three sections of the ladder started slowly retracting back into each other. As the ladder was retracting, it gained speed and suddenly, after approximately forty feet of retraction, the ladder and platform came to an abrupt stop with two sections of the ladder remaining extended.

As a result of the force associated with this abrupt stop, Captain [REDACTED] was thrown backward into Mr. [REDACTED]. Mr. and Mrs. [REDACTED] fell to the floor of the platform. Mrs. [REDACTED] was thrown upward and then fell onto the floor of the platform. Mr. [REDACTED] struck the platform door. The platform door was knocked from its hinges and fell to the ground. Because of this, Mr. [REDACTED] was partially ejected from the platform.

After seeing this, Engineer [REDACTED] and Firefighter [REDACTED] climbed the ladder to assist Captain [REDACTED] with lifting Mr. [REDACTED] back into the platform and tending to the injuries.

The following time line was established with the assistance of the [REDACTED] Fire District Computer Aided Dispatch Log. Times stamps of each activity in relation to the information obtained through interviews may vary slightly.
(Supportive Documents V.4)

At 1756 hours, Chief [REDACTED] "stepped" into the vehicle bay. He decided not to report the incident over the radio; however, he placed a telephone call to the [REDACTED] Fire District dispatcher and reported an incident had occurred at Station [REDACTED] and he was requesting additional resources to assist with the incident.

The [REDACTED] Fire District personnel assigned to respond to the request for assistance was Station [REDACTED] Engine [REDACTED] manned by Captain [REDACTED] Engineer [REDACTED] and Firefighters [REDACTED].

Also assigned to respond to the request for assistance was Station [REDACTED] manned by Captain [REDACTED] Engineer [REDACTED] Firefighters [REDACTED], and [REDACTED].

Both, Station [REDACTED] were dispatched to the scene at 1756 hours.

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After requesting the additional resources and manpower, Chief [REDACTED] implemented the [REDACTED] Fire District Incident Command System. His plan was to assign Engine [REDACTED] to assist with the rescue of the injured from the platform and Engine [REDACTED] to assist with the medical treatment. Chief [REDACTED] rescue plan included assigning Engineer [REDACTED] to assist with the technical rescue of Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED].

At 1756 hours, Southwest ambulance unit [REDACTED] manned by [REDACTED] and [REDACTED] and [REDACTED] ambulance unit [REDACTED] manned by [REDACTED] were requested to respond to the scene.

At 1759 hours, as Engine [REDACTED] approached the scene, Chief [REDACTED] assigned Captain [REDACTED] be in charge of the medical care of the injured victims. Additionally, she was told to stage Engine [REDACTED] the vehicle bay of Station [REDACTED]. Captain [REDACTED] also told Engineer (Technical Rescue Technician) [REDACTED] that he would have a special assignment.

At 1759 hours, Chief [REDACTED] requested the [REDACTED] Fire Department provide coverage for emergency response in the [REDACTED] area.

At 1759 hours, Chief [REDACTED] requested assistance from the [REDACTED] (Arizona) Sheriff's Department. At some point after the incident, the Pima County Sheriff's Office was asked to conduct an investigation into the incident. The Pima County Sheriff's Office did not conduct an "official" investigation; however, they did take photographs of the [REDACTED] Fire District ladder truck. Pima County Sheriff's Office case number [REDACTED]
(Photographs VI.2)

At 1801 hours, as Engine [REDACTED] entered the southeast parking lot of Station [REDACTED] Captain [REDACTED] and the crew of Engine [REDACTED] noticed the ladder truck with three individuals standing in the "bucket" (platform). Soon thereafter, Captain [REDACTED] noticed the metal door from the platform was on the ground and the cables from the ladder were "hanging down."
(Interviews IV. 9, IV.10, IV. 11 and IV.12)

After arriving, Captain [REDACTED] met with Chief [REDACTED]. During this meeting, Engine [REDACTED] was assigned as the rescue/extrication of the five injured victims. Captain [REDACTED] suggested another ladder truck should respond to the scene to assist with the extrication of the injured victims. After a ladder truck from the [REDACTED] Fire Department was requested to respond, Captain [REDACTED] and his crew were assigned to coordinate the rescue effort.

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The [REDACTED] Fire Department ladder truck, number [REDACTED] manned by Lieutenant [REDACTED] Engineer [REDACTED] and Firefighter [REDACTED] located at [REDACTED] Tucson, Arizona was dispatched to respond to the scene.

Chief [REDACTED] advised Captain [REDACTED] of the medical resources which were responding to the scene. Chief [REDACTED] then assigned Captain [REDACTED] and the crew from Station [REDACTED] to coordinate the "transport" of the injured victims.

After arriving at the scene, Captain [REDACTED] met with Chief [REDACTED]. During this meeting Captain [REDACTED] noticed the [REDACTED] Fire District ladder truck and observed "several people" in the "bucket" (platform). She recalled seeing [REDACTED] Fire District Engineer [REDACTED] on the ladder; however, she could not recall if he was going up or coming down the ladder at the time. She also noticed cables were hanging down from the ladder.

Soon thereafter, Captain [REDACTED] met with the [REDACTED] Sheriff's Office who assisted with establishing a landing zone for the medivac helicopter on La Canada Drive.
(Interviews IV.7)

As Engine [REDACTED] was arriving at Station [REDACTED] Engineer [REDACTED] saw the ladder from the ladder truck extended into the air. He also noticed cables hanging from ladder and "surmised" what had happened. Additionally, Engineer [REDACTED] saw two firefighters outside of the platform and three heads inside the platform.

After arriving at Station [REDACTED] Chief [REDACTED] assigned Engineer [REDACTED] to climb the ladder portion of the ladder truck to assist with the injured victims. He was also requested to help develop a "plan" on how to extricate the injured victims. After this request was made, Engineer [REDACTED] "donned" the proper safety belt and climbed the ladder.
(Interviews IV.8)

Also at 1801 hours, Southwest ambulance unit [REDACTED] arrived at the scene.

Once he arrived at the platform portion of the ladder, Engineer [REDACTED] spoke with Captain [REDACTED]. According to Engineer [REDACTED], Captain [REDACTED] provided him with a briefing as to what had occurred and the extent of injuries. Additionally, Engineer [REDACTED] and Captain [REDACTED] discussed the "options" they had on the extrication of the victims. At some point, Engineer [REDACTED] was told another ladder truck would be responding to the scene.

At 1802 hours, Captain [REDACTED] was designated at the victim "extrication" coordinator.

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At 1803 hours, Southwest ambulance unit [REDACTED] manned by [REDACTED] were requested to respond to the scene.

The space on the platform was very limited and two of the victims were sitting on the floor of the platform. Engineer [REDACTED] and Captain [REDACTED] attempted to immobilize the injuries on the victims and attempted to make them as comfortable as possible until the second ladder truck arrived.

During further questioning, Engineer [REDACTED] stated the platform was deformed from the ladder failure. He noticed the injured victims were not trapped in place by the deformity. Engineer [REDACTED] indicated, as he attempted to "get footing," he kicked out one of the panels of the platform so he could stand on the ladder below the platform.

Firefighters [REDACTED] were assigned to set up medical equipment for the victims.
(Interviews IV.13 and IV.14)

At 1807 hours, Southwest ambulance units [REDACTED] arrived at the scene.

At 1810 hours, a landing zone for responding medivac helicopter was established at Esperanza and La Canada.

At 1812 hours, medivac helicopter "Lifeline 3" was requested to respond to the scene.

At 1829 hours, the [REDACTED] Fire Department ladder truck was instructed to meet with Captain [REDACTED]

At 1830 hours, the [REDACTED] Fire Department ladder truck arrived at the scene. After the [REDACTED] Fire Department ladder truck arrived and was set up, the victims who could stand were evacuated first. According to Engineer [REDACTED], as the victims were being transferred to the [REDACTED] Fire Department ladder truck, the victims' safety belts were attached to the rescue platform.

After the [REDACTED] Fire Department ladder truck arrived, Firefighter [REDACTED] Fire Department Engineer [REDACTED] assisted with the rescue of the victims. Once an injured victim was removed from the [REDACTED] Fire District ladder truck, the victim was lowered to the ground and Firefighter [REDACTED] "assisted" the victim to an ambulance.

At 1836 hours, Chief [REDACTED] advised the [REDACTED] Fire District dispatcher three of the victims would be transported by ground ambulance and one victim would be transported by Lifeline 3. Lifeline 3 was requested not to land until the ground ambulances had departed the scene.

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At 1838 hours, Southwest ambulance unit [REDACTED] manned by [REDACTED] were requested to respond to the scene.

At 1854 hours, Southwest ambulance unit [REDACTED] departed the scene with Mrs. [REDACTED]

At 1857 hours, Lifeline 3 landed at the scene.

At 1906 hours, Southwest ambulance unit [REDACTED] departed the scene with Mr. and Mrs. [REDACTED]

At 1921 hours, Chief [REDACTED] advised the [REDACTED] Fire District the extraction of the victims had been completed.

At 1923 hours, Southwest ambulance unit [REDACTED] departed the scene with Captain [REDACTED]

At an undocumented time, Lifeline 3 departed the scene with Mr. [REDACTED]

At 1927 hours, Southwest ambulance unit [REDACTED] arrived at the University of Arizona Medical Center located at [REDACTED] in Tucson. After arriving at University of Arizona Medical Center, Mrs. [REDACTED] was treated for injuries by attending physician Austin Gross, M.D. Her injuries were described as being a right distal humeral fracture which required surgical repair.
(Supportive Documents V.5)

At 1930 hours, Southwest ambulance unit [REDACTED] departed the scene without a patient.

At 1936 hours, Southwest ambulance unit [REDACTED] arrived at the University of Arizona Medical Center. After arriving at the University of Arizona Medical Center, Mr. and Mrs. [REDACTED] were treated for their injuries by attending physician Spencer Green M.D.

Mr. [REDACTED] injuries were described as being left shoulder pain, left hand sprain, right knee contusion and abrasions. Mr. [REDACTED] was treated for his injuries and released from the hospital on August 15, 2012 at approximately 2155 hours.
(Supportive Documents V.6)

Mrs. [REDACTED] injuries were described as being bilateral calcaneus fractures, left distal tibia-fibula fracture and an open fracture of the left lateral malleolus which required surgical repair.
(Supportive Documents V.7)

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At 1944 hours, Chief [REDACTED] relinquished his duties as Incident Commander to [REDACTED] Fire District Battalion Chief [REDACTED]

At 1952 hours, the [REDACTED] Fire District requested the Arizona Department of Public to conduct an investigation into the ladder failure.

At 1959 hours, the [REDACTED] Fire Department ladder truck departed the scene.

At 2001 hours, Southwest ambulance unit [REDACTED] arrived at the University of Arizona Medical Center. After arriving at the University of Arizona Medical Center, Captain [REDACTED] was treated for his injuries by attending physician [REDACTED]. Captain [REDACTED]'s injuries were described as being pain in his left shoulder and tailbone. Captain [REDACTED] was treated for his injuries and released from the hospital on August 16, 2012 at 0058 hours.

(Supportive Documents V.8)

At an undocumented time, Lifeline 3 arrived at the University of Arizona Medical Center. After arriving there, Mr. [REDACTED] was treated for his injuries by attending physician Austin Gross M.D. and resident physician Luke Goddard. His injuries were described as being open tibia-fibula fracture of the left leg, neurovascular injury, spinal injury, intra-thoracic injury, intra-abdominal injury, lacerations and abrasions. His injuries required surgical repair.

(Supportive Documents V.9)

At an undocumented time, Chief [REDACTED], Engineer [REDACTED] and Firefighter [REDACTED] attended a debriefing headed up by [REDACTED] Fire District Captain [REDACTED] and Captain [REDACTED]. During the debriefing, there was no in depth discussion about the function of the truck. It was described the discussion was centered more on the "shock" of the incident.

After the debriefing was completed, Chief [REDACTED] was involved with a "question and answer" time with the other crews. Soon thereafter, the crews from Stations [REDACTED] were relieved from their duties and were replaced with other [REDACTED] Fire District personnel.

After the question and answer session concluded, Chief [REDACTED] and Firefighter [REDACTED] in one vehicle, and Engineer [REDACTED] in another vehicle, traveled to the University of Arizona Medical Center. After arriving at the hospital, as a part of [REDACTED] Fire District procedure, Chief [REDACTED], Captain [REDACTED], Engineer [REDACTED] and Firefighter [REDACTED] submitted to a urine analysis examination. The examination revealed none of the four individuals were under the influence of the tested drugs or alcohol.

(Supportive Documents V.10)

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DR NUMBER: [REDACTED]

At 2010 hours, Arizona Department of Public Safety, Special Investigations Unit Commander, Captain [REDACTED] telephonically contacted Arizona Department of Public Safety, Special Investigations Unit Detective Terry Johnson, #2479. During their conversation, Captain [REDACTED] stated the [REDACTED] Fire District was requesting the Arizona Department of Public Safety conduct an administrative investigation into the failure of the ladder truck. He instructed Detective [REDACTED] to assemble an investigative team and respond to [REDACTED] Fire District, Station [REDACTED].

After receiving this request, Detective Johnson requested the assistance of Arizona Department of Public Safety, Special Investigations Unit Detective Guy Anderson, #3601, Arizona Department of Public Safety, Southern Narcotics Division Detective John Eccles, #5423, Arizona Department of Public Safety Highway Patrol Division Sergeant Paul Castellano, #4925 and Officer David Hopkins, #6357.

Detective Johnson assigned Detective Eccles to respond to the University of Arizona Medical Center and obtain information regarding the injured victims. Detective Johnson assigned himself to photograph the incident scene. Detective Anderson and Officer Hopkins were assigned to measure and diagram the scene and Sergeant Castellano was assigned to collect the evidence related to the incident.

At 2135 hours, Detective Eccles arrived at the University of Arizona Medical Center. For further details regarding his specific activities while at the University Medical Center, please refer to his supplemental report contained in this compilation.

(Investigation III.2)

Beginning at 2145 hours, Sergeant Castellano, Officer Hopkins, Detectives Johnson and Anderson began to arrive at Station [REDACTED]. For further details regarding specific activities related to the incident scene investigation please refer to supplemental report contained in this compilation.

(Investigation III.3, III.4 and III.5)

After Detective Johnson arrived, he met with Battalion Chief [REDACTED]. During this meeting, Detective Johnson confirmed the [REDACTED] Fire District requested an administrative investigation to be conducted. Chief [REDACTED] confirmed the type of investigation being requested and stated he was instructed to provide what ever information and documents needed to complete the investigation. Detective Johnson then requested all documents (maintenance and repair records) related to the ladder truck.

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At 2230 hours, Sergeant Castellano, Officer Hopkins, Detectives Johnson and Anderson began conducting the incident scene investigation. At the time the incident scene investigation was initiated, the ladder truck was located in the parking lot to the east of the fire station. The ladder portion of the truck was raised at an approximate forty-eight degree angle. Two cables were hanging from the ladder and metal debris from the truck/ladder and personal items were scattered in various areas of the parking lot.

During the scene investigation, in order to photograph various aspects of the ladder, Detective Johnson requested the ladder be lowered. After the ladder was lowered, Detective Johnson mounted the truck and photographed various areas. While on the truck, Detective Johnson located two failed ends of the cables.

While photographing the bottom side of the ladder, Detective Johnson located two pulleys that appeared to be seized. After photographing the pulleys, Detective Johnson attempted to turn the pulleys; however, the pulleys could not be turned by hand.

(Photographs VI.3)

On August 16, 2012, at 0130 hours, Sergeant Castellano, Officer Hopkins, Detectives Johnson and Anderson completed the incident scene investigation. The evidence collected during the investigation, which is denoted above, was secured in Detective Johnson's vehicle. The evidence was transported and stored for safekeeping at the Arizona Department of Public Safety, Southern Regional Crime Laboratory, Property and Evidence Section located at 2525 East Valencia Road in Tucson.

(Supportive Documents V. 11)

At 1115 hours, Detective Johnson met with Chief [REDACTED] at Station [REDACTED] and began collecting documents that were related to the maintenance of the ladder truck. Included with the documents were the Sutphen Operator and Service Manual, daily/weekly inspection reports, and repair receipts.

(Supportive Documents V.12)

At 1230 hours, Sutphen representatives Ken Creese, Paul Miller and Gene Maharg arrived at Station [REDACTED]. Upon their arrival, Detective Johnson explained because a police investigation was being conducted, they were not to touch the truck. Detective Johnson directed their attention to the two pulleys located near the platform portion of the ladder. Detective Johnson demonstrated how the pulleys would not turn by hand.

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During discussions, all of the Sutphen representatives felt the pulleys were not properly lubricated which led to the cable failure. According to all three representatives, when lubricating the pulleys, fresh lubricant should force the older lubricant out of the pulley. The lubrication process should continue to force out the old lubricant until the fresh lubricant is seen escaping from around the pulley pin. Additionally, during the conversation, Detective Johnson was told when the cables are adjusted properly there should be an approximate one half inch sag in the cable.

At 1300 hours, Jodie Lee Underwood, from United Fire Equipment Company located at 335 North 4th Avenue in Tucson, and who is a certified Sutphen technician, arrived at Station [REDACTED]. After Mr. Underwood's arrival, Detective Johnson directed his attention to the two pulleys that appeared to be seized. In order to determine the possible cause of the ladder failure, Detective Johnson requested Mr. Underwood remove and disassemble the pulleys. After the pulleys were removed, Mr. Underwood and Detective Johnson noticed defects to the bearings, pins and internal bearing housing.

(Photographs V.3)

When questioned, Mr. Underwood stated he felt the cause of the failure was the result of non lubrication of the pulleys and the cables had been adjusted too tight.

After the pulleys, pins and bearings were disassembled, Detective Johnson collected them as evidence. The pulleys, pins and bearings were secured in Detective Johnson's vehicle and transported to the Arizona Department of Public Safety, Southern Regional Crime Laboratory, Property and Evidence Section where they were stored for safe keeping.

(Supportive Documents V.13)

Mr. Underwood was interviewed during this investigation. Based on his training and experience, in Mr. Underwood's opinion, he felt the failure of the pulleys and cables were possibly the result of two issues. The first could have been the lack of lubrication causing the bearing failure and then possibly someone, unwittingly, adjusting the cables to compensate for the failing pulleys. Mr. Underwood felt the bearings began to fail "considerably earlier" than August 15, 2012. Additionally, Mr. Underwood felt someone who was properly trained would have noticed an issue was developing and/or heard a noise. Secondly, Mr. Underwood felt there may be an issue with the bearing design.

Mr. Underwood was unaware if the Sutphen Corporation had recently changed their design of the bearings. According to Mr. Underwood, with the United Fire Equipment being an authorized Sutphen service center, they would have received updated information regarding changes. He was also unaware of any shop bulletins or recalls from Sutphen regarding the bearings.

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Mr. Underwood expressed a concern for the Teflon type bearing utilized in the Sutphen design. Apparently the bearing can not take much of an impact before it starts to "flatten out" on one side or the other.

(Interviews IV.15)

The manufacturer of the cable was identified as being WireCo World Group located at 12200 Northwest Ambassador Drive in Kansas City, Missouri 64163-1244. Their telephone number is listed as being (816) 270-4750. During this investigation, Senior Vice President and Chief Technical Officer J. Dennis Fetter, P.E. was questioned as to the minimum breaking force required of the wire rope (cable). Mr. Fetter stated because he did not have the description of the cable used in the failed assembly, he would not be able to determine the minimum breaking force.

According to Mr. Creese, the manufacturer of the bearing is "Polygon Composites" located at 103 Industrial Park Drive in Walkerton, Indiana 46574. Their telephone number is listed as being (574) 586-3145. Detective Johnson requested the Sutphen Corporation provide a representative sample of the bearing which are installed in their ladder assemblies.

On September 27, 2012, Detective Johnson received the requested bearing from the Sutphen Corporation. Mr. Creese also provided photographs of an installed bearing on a 2008 Sutphen ladder truck.

(Supportive Documents V. 14)

The manufacturer Internet website (<http://polygoncomposites.com/products/detail/polylube-composite-bushings>) states the PolyLube® composite bearings use a fabric liner which embeds debris and provides lifetime lubrication. Contaminates will migrate to low pressure areas of the bushing and become embedded into the liner structure. The smearing action of the solid lubricant then encapsulates contaminants, providing a smooth low friction wear surface. Additionally, the PolyLube® bearing is constructed from a "fiberglass filament wound structure in a proprietary epoxy resin matrix for a very high strength bearing that is naturally concentric with no seam overlap." This "high strength laminate" construction allows for a thin walled bearing. The results, in a composite bearing "exhibits a very low" coefficient of friction coupled with a "high load-bearing" capacity.

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During the investigation, Detective Johnson learned the ladder truck was delivered to the [REDACTED] Fire District on July 24, 2009 and it was put into service during April 2010. At the time of the delivery, the [REDACTED] Fire District was provided with a document entitled "OPERATOR AND MAINTENANCE MANUAL DELIVERY DOCUMENT." In a review, it was noted the document had five numbered paragraphs. Paragraph one states, "Sutphen recommends the manual (Operator and Service Manual) be thoroughly read and studied before trying to operate this apparatus." Paragraph two states, "Sutphen further recommends that this manual be readily available to persons operating and/or servicing this equipment." Paragraph three states, "Sutphen also recommends that no operator drive or work on Sutphen apparatus without being trained by a Training Officer or person(s) attending the Demonstration of Operation." Paragraph four states, "We recommend that users of the apparatus view the video/cd with a training officer prior to use of the vehicle."
(Supportive Documents V.15)

A Sutphen representative, identified as being Jim Durban, accompanied the truck to the [REDACTED] Fire District when it was delivered. Established [REDACTED] Fire District engineers attended a multiple day training course which was provided by Mr. [REDACTED]. During the training, Mr. [REDACTED] explained and demonstrated the operation and maintenance of the truck.

Engineers who attended the training provided by Mr. [REDACTED] were interviewed during this investigation. The training was described as being a "brief, one hour training" and the rest was reading the Operator and Service Manual. For the most part, the training was on the operation of the ladder truck and there was a brief discussion about the maintenance. It was further explained the engineers were told "this truck" was supposed to be "maintenance free."
(Interviews IV.16, IV.17, IV.18, IV.19 and IV.20)

On page 2-5 of the Sutphen Operator and Service Manual, in a paragraph entitled "Sheaves and Cables" state, "There are sheaves and cables which are part of the tower extension/retraction system from the second section on up. Each sheave has a poly bearing and requires periodic lubrication. In the sheave bearing pin, there is a grease fitting provided. Each sheave should be greased after every 10 hours of service or annually. We recommend the use of a high-grade chassis grease designed for heavy-duty service."

On Page 2-13 the Sutphen Manual provides a procedure on how to adjust the cables. In a paragraph entitled "OBJECTIVES" it states, to set proper tension in extend/retract cables by adjusting section to section gaps. Only "DROP" in the cables should be taken out when adjusting them. Do not over-tighten the adjustment. There is a step by step (six steps) explanation on how to extend/retract the ladder, measure the ladder and adjust the cables. There is also a diagram which depicts the gap distance between each of the five sections of the ladder.

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While conducting this investigation, Detective Johnson learned the [REDACTED] Fire District has regularly assigned and "float" engineers who have received aerial apparatus (ladder truck) training. During the course of this investigation, the nine regularly assigned and float engineers who were identified as having received the training were interviewed. When questioned, three of the engineers stated they had lubricated the pulleys; however, they were unable to recall the dates of when they lubricated the pulleys.

During this investigation, Detective Johnson learned there is a component of the aerial apparatus identified as a "power take off." There is a meter utilized to calculate the hours the power take off is engaged. At the time of the failure, the meter reflected an accumulated time of three hundred and fourteen and one tenth hours. According to the engineers, this is not reflective of actual time of use related to the ladder. Various engineers stated there is no meter to document the actual time the ladder is being used and it is difficult to document the exact number of hours the ladder is in use.

During further questioning, four of the engineers stated they felt comfortable in their abilities to be able to properly lubricate the pulleys. Four of the engineers stated they did not feel comfortable in their abilities to properly lubricate the pulleys. Additionally, eight of the engineers felt, they had not been properly trained in how to maintain the ladder truck. One of the engineers had recently been certified in the use of an aerial apparatus and was not authorized to "touch" the ladder truck until he was certified.

(Interviews IV.4, IV.16, IV.17, IV.18, IV.19, IV.20, IV.21, IV.22 and IV.23)

Only one of the engineers stated he had adjusted one of the cables.

(Interviews IV.19)

In a review of the daily/weekly inspection report for the ladder truck, Detective Johnson confirmed at least a portion of the truck is to be inspected on a daily basis. The components of this inspection are documented above in this report. In addition, on Sunday of each week, a detailed pump check is required. On Monday and Thursday of each week the power tools are inspected. On Tuesday of each week, the air brake system is inspected. On Wednesday of each week, a detailed ladder inspection is conducted. The specific components related to the ladder inspection are also documented above.

During a review of the daily/weekly inspection reports, Detective Johnson noted, between the dates of September 2009 and August 2012, there were more than one hundred times where the on duty engineers failed to properly document the truck inspections. This indicated that an inspection of the truck was either not fully completed or there was no inspection at all.

(Supportive Documents V.16)

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According to the engineers, Station [REDACTED] is the busiest station in the district. Their inspections are time consuming (approximately two hours to complete) and are sometimes interrupted for response to an emergency call. The engineers also cited some miscommunication. Some were under the impression that, because the truck is not a "front out" truck, it did not need to be inspected on a daily basis. Another possibility for this problem regarding the inspections or documents may include the engineers being temporarily assigned to another fire station. They advised the on duty captain may not have properly documented the temporary assignment. Additionally, the truck could have been out of service on those dates.

[REDACTED] Fire District records reflected the ladder truck was involved in a minor collision. The left rear of the truck struck a fixed object in the parking lot, east of Station [REDACTED]. According to the [REDACTED] Fire District records, the truck was out of service for approximately one month while the repairs were being made.

(Supportive Documents V.17)

The truck is inspected on an annual basis by an independent testing facility. Diversified Inspections located at 7777 North Black Canyon Highway in Phoenix, Arizona was identified as being the testing facility for the [REDACTED] Fire District. Diversified Inspections has conducted an inspection of the truck on September 20, 2010 and August 23, 2011. Another annual inspection was due to be conducted within a couple of weeks after the date of the failure.

In the 2010 inspection report, Inspector Robert Browning provided a discrepancy summary. The discrepancies were described as being loose rear tandem axle suspension hanger bolts, a lack of lubricant on the ladder sliding areas, the outriggers were not level with each other and the "lower rotation" bearing bolts were inaccessible.

In his 2011 report, Mr. Browning denoted "several" front suspension hanger bolts needed to be tightened, the ladder had "some" twist at the tips of each boom section. The threads of each side of the extension cable system did not "match" on most sections and he stated the "jam nuts" should be adjusted by an authorized mechanic with a specific procedure for adjusting the cable slack. He did document the ladder passed the twist test. He also documented the "lower rotation" bearing bolts were inaccessible.

(Supportive Documents V.18)

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As a part of the investigation, Detective Johnson utilized Edward McDonald of the Phoenix, Arizona Fire Department, Fleet Management Division as an independent consultant. Mr. McDonald was allowed to review the [REDACTED] Fire District ladder truck, the pulleys, pins, bearings, cables and photographs taken during this investigation. After his review, Mr. [REDACTED] concluded the cable failure was caused by the bushings (bearings) in the pulleys being completely worn away and the pulleys and pins which sustained extensive damage.

Information gathered from the "ladder crew," along with the presence of fresh grease ladder and lube on the ladder rails indicated the ladder was being lubricated and inspected at times by someone; however, he was unable to determine how often this occurred. Mr. [REDACTED] stated with a trained eye, the pulley damage would have been obvious and caught long before a failure occurred.

Mr. [REDACTED] explained the [REDACTED] Fire Department has seen a similar problem with the bearings in the pulleys on their American La France ladders and the bearings appears to be similar. However, the major difference between the Sutphen truck and the American La France truck is that on the American La France trucks, there is no lubrication fitting provided for lubrication of the bearings. Which American La France tells them is not needed.

The [REDACTED] Fire Department has developed a program of a thirty day ladder inspection will be conducted by a qualified ladder technician. During these inspections, the [REDACTED] Fire Department technicians have found the pulley bearings worn and were able to repair the problem before pulley was damaged. Additionally, Mr. McDonald, stated the [REDACTED] Fire Department has been "battling with premature bushing failure" on their ladder trucks for sometime and have had to replace in excess of ten bearings. In one ladder truck, the bearing failed in less than six months.

(Supportive Documents V.19)

In an attempt to ascertain if Polygon was the supplier of the bushings for the American La France ladder trucks, Detective Johnson spoke with Steve Bean of American La France, LLC. After explaining the information provided about the premature bushing failures by Mr. McDonald, Mr. Bean stated he was unsure of which company supplied the bushings. However, he would obtain the information and provide it to Detective Johnson.

After the first conversation, Detective Johnson requested Mr. Bean return telephone calls on two occasions and on both occasions neither Mr. Bean nor any other representative from American La France returned the telephone calls. Any future information received from American La France LLC will be documented in a supplemental report.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER [REDACTED]

The [REDACTED] Fire District reported the failure to the Arizona Division of the Occupational Safety and Health.

(Supportive Documents V.20)

The [REDACTED] Fire District also reported the National Institute for Occupational Safety and Health. Timothy Merinar MS, CFEI and Murrey Loflin MS, were assigned to conduct an investigation and they responded to [REDACTED]

On September 9, 2012, Detective Johnson met with Mr. [REDACTED] Mr. [REDACTED] Chief [REDACTED] J. Dennis Fetter, P.E. from WireCo World Group, Mr. Creese, T. Robert Meyer, J. Eric Bates P.E. from Sutphen Corporation and Ron French from JDK Fire Fighting Equipment (independent services for Sutphen). During this meeting, the above mentioned individuals were allowed to review and photograph the evidence collected during this investigation. Mr. Fetter pointed out several areas on the cable where they appeared to have snapped and bent backwards.

During this investigation, Detective Johnson learned there have been seven documented similar failures with Sutphen ladder trucks which were not investigated. The failures include the [REDACTED] South Carolina Fire Department, the [REDACTED] Ohio Fire Department, the [REDACTED] Fire and [REDACTED] Arizona Fire District.

(Supportive Documents V.21)

The [REDACTED] Fire Department is located at [REDACTED] in [REDACTED] South Carolina [REDACTED] Their telephone number is listed as being [REDACTED] According to Assistant Operations Chief [REDACTED] they had four cables failures on their 2006 ladder truck. On one occasion, the pulleys seized and there was a cable and bearing issue. According to Chief [REDACTED] the pulleys were not aligned properly. During a safety inspection, an engineer found metal debris from the ladder and the information was reported to Sutphen. Additionally, Chief [REDACTED] stated on one occasion, a Sutphen representative was at their department and a Cable failed with the representative in the "bucket."

According to Chief [REDACTED] the [REDACTED] Fire Department ladder truck is inspection weekly by [REDACTED] Fire Department engineers. The Sutphen Corporation trained their engineers in maintaining the truck; however, the Sutphen Corporation blamed his department for not properly servicing the truck. Because of this, the [REDACTED] Fire Department hired an independent service company to services the truck and to adjust the cables.

According to Chief [REDACTED] their ladder truck is utilized on a daily basis. The truck responds to all entrapment calls.

Detective Name	ID Number	Location	Date	Supervisor	
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759	



ARIZONA DEPARTMENT OF PUBLIC SAFETY
SUPPLEMENT REPORT

DR NUMBER [REDACTED]

The [REDACTED] Ohio Fire Department is located at [REDACTED] Ohio [REDACTED]. Their telephone number is listed as being [REDACTED]. According to Assistant Chief [REDACTED], they had one pulley seize and a cable break on their 2007 Sutphen ladder truck at an active fire on July 31, 2012. After the cable and pulley failure, the Sutphen Corporation repaired the truck and the [REDACTED] Fire Department was told there was a maintenance issue with the truck. Chief [REDACTED] stated later, a "piece" of a bearing was found on the vehicle bay floor.

According to Chief [REDACTED], the truck is used frequently and the ladder is extended and retracted numerous times each week.

The [REDACTED] Fire and Rescue is located at [REDACTED] Florida [REDACTED]. Their telephone number is listed as being [REDACTED]. According to [REDACTED] of the [REDACTED] Fire and Rescue Fleet Maintenance, a loose cable caused their Sutphen ladder truck to fail. After the failure occurred, the Sutphen Corporation was asked to assist in determining the cause of the cable failure. According to Sutphen Engineering Manager Jim Garver, the failure was the result of a combination of "loading situations." A cable came out of the groove of the pulley and was "pinched" between the pulley and "pulley ear."
(Supportive Documents V.22)

The [REDACTED] Fire District is located at [REDACTED] Arizona [REDACTED]. Their telephone number is listed as being [REDACTED]. According to [REDACTED] Fire District Fire [REDACTED] and mechanic [REDACTED], in 2010, a cable frayed and broke in the second section of the ladder on their 2007 Sutphen ladder truck.

According to Chief [REDACTED], in approximately June 2012, it was noticed the bracket holding the pulleys were becoming oblong. The Sutphen Corporation assisted with the repairs of the truck and it was explained the possible cause of this was "over bedding" (the ladder lowered past its designed resting position) of the ladder. Additionally, during the repairs, "parts" (cables and pulleys) were replaced because of "normal wear."

Chief [REDACTED] stated on September 25, 2012, the truck was inspected by an independent contractor. After the inspection was completed, the truck was placed out of service because within "hours" of the cables and pulleys being replaced, they began to fail.

The [REDACTED] Fire District ladder truck is not utilized very often. Chief [REDACTED] stated the tires on the truck are square because the truck is not often moved.

Detective Name	ID Number	Location	Date	Supervisor	
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759	



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER [REDACTED]

During the course of this investigation, Detective Johnson requested the Sutphen Corporation to provide information and identify other fire departments which have experienced failures with their trucks. As requested, the Sutphen Corporation provided the requested information and the information is contained in this report compilation.

(Supportive Documents V.23)

On September 26, [REDACTED] Fire District Fire Chief [REDACTED] requested all evidence obtained during his investigation be released to the [REDACTED] Fire District.

(Supportive Documents V.24)

The [REDACTED] Fire District provided Detective with copies of their Civilian Observer, Command Procedures and Unified Command Procedures to review.

(Supportive Documents V.25)

According to the [REDACTED] Fire District, the ladder truck is not utilized very often. Mainly, the truck has been utilized during public relations events, training and for one rescue. The truck has never been exposed to heat, it has never been "over the top" of a burning building, it has never been "rammed" into a building during a ventilation operation. Because of the operation expense, the ladder truck is not utilized very often.

Prior to the failure, between the dates of March 5 through 29, 2012, the ladder truck was utilized during an approximate one month long aerial operator training course presented by [REDACTED] Fire District Captain [REDACTED] for the [REDACTED] Fire District engineers. The attendees received "hands on" training with the aerial apparatus and the ladder truck was utilized predominately during the training.

(Interviews V.24)

Specific to the failure of the [REDACTED] Fire Department, Station [REDACTED] aerial apparatus ladder truck, this investigation revealed that two sheaves (pulleys) seized. After the sheaves seized, two of the cables associated with the ladder function snapped which allowed the ladder to uncontrollably retract. According to the Sutphen Corporation, with the two cable design, one cable is to act as a fail safe in the event one cable fails. However, in this incident, both cables failed at the same time.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY FINDINGS

DR NUMBER: [REDACTED]

This investigation revealed the following [REDACTED] Fire District policy violation. The policy/guideline is identified as follows:

Guideline 6105 Civilian Observer in part states, "It shall be the fire officer to witness the completion of the release forms. All forms shall be kept in a designated file with the administrative staff. The observer name, age, arrival and departure times shall be logged on the release form. The observer shall be issued an ID tag and a safety vest (if necessary)"

- During his interview, Chief [REDACTED] stated before a civilian observer is allowed to ride on a fire apparatus they "should" complete a civilian observer form.
- To his knowledge, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] did not complete a civilian observer form prior to their ride on the ladder platform.
- Additionally, Chief [REDACTED] stated this was an "oversight" and because he was the ranking individual on scene, he accepts the responsibility for this oversight.
- According to Chief [REDACTED] the ride on the ladder truck was not going to be a part of the evening.
- Captain [REDACTED] was aware civilian observers were required to complete a civilian observer form prior to riding on a fire truck; however, he did not have Mr. and Mrs. [REDACTED] or Mr. and Mrs. [REDACTED] complete a civilian observer form prior to their ride on the ladder.
- Engineer [REDACTED] stated he was aware civilians were required to sign a civilian observer form prior to riding on a [REDACTED] Fire District truck. He was also aware neither Mr. and Mrs. [REDACTED] or Mr. and Mrs. [REDACTED] were offered a civilian observer form.

In order to comply with the National Incident Management System, the [REDACTED] Fire District incorporated the National Incident Management System Incident Command System into all relevant Standard Operating Guidelines.

- After the failure of the ladder occurred, Chief [REDACTED] implemented the [REDACTED] Fire District Incident Command System.
- He also established himself as the Incident Commander.
- As soon as practical, Chief [REDACTED] relinquished command to [REDACTED] Fire District Battalion [REDACTED]

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY FINDINGS

DR NUMBER: [REDACTED]

During the review of the [REDACTED] Fire District ladder truck inspection reports, it was noted over one hundred times, the on duty engineers did not properly document a required inspection was completed or conducted. These are identified as follows:

- Engineer [REDACTED] – incompletely documented and/or failed to document inspections on February 27, 2012, February 29, 2012, March 14, 2012, April 3, 2012 and April 5, 2012.
- While employed as an engineer, Captain [REDACTED] – incompletely documented and/or failed to document inspections on February 16, 2010, March 13, 2010, April 12, 2010, April 16, 2010, April 21, 2010, April 23, 2010, April 24, 2010, March 15, 2011, March 24, 2011, May 15, 2011, May 17, 2011, June 17, 2011, June 29, 2011, July 24, 2011 and August 31, 2011.
- Float Engineer [REDACTED] – incompletely documented and/or failed to document an inspection on March 23, 2012.
- Engineer [REDACTED] – incompletely documented and/or failed to document inspections on May 31, 2012 and June 2, 2012.
- Engineer [REDACTED] – incompletely documented and/or failed to document inspections on June 29, 2011, November 2, 2011, November 30, 2011, December 31, 2011, February 23, 2012, May 12, 2012 and May 19, 2012.
- Engineer [REDACTED] – incompletely documented and/or failed to document inspections on October 16, 2011, November 9, 2011, November 28, 2011, January 11, 2012, January 20, 2012, January 22, 2012, January 31, 2012, February 7, 2012, February 9, 2012, April 30, 2012 and May 7, 2012. Most, if not all, of the above listed dates were prior to Engineer [REDACTED] being certified as an aerial operator. Prior to be certified, Engineer [REDACTED] was not allowed to “touch” the ladder truck.
- Engineer [REDACTED] – incompletely documented and/or failed to document inspection on November 22, 2011.
- Engineer [REDACTED] – incompletely documented and/or failed to document inspections on April 20, 2010, April 22, 2010, March 30, 2011, October 14, 2011, February 17, 2012 and April 2, 2012.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY FINDINGS

DR NUMBER: [REDACTED]

- Engineer [REDACTED] – incompletely documented and/or failed to document an inspection on May 19, 2011.
- Engineer [REDACTED] – incompletely documented and/or failed to document inspections on February 11, 2012 and February 18, 2012.
- Engineer [REDACTED] – incompletely documented and/or failed to document an inspection on February 18, 2011.
- Engineer [REDACTED] – incompletely documented and/or failed to document inspections on April 15, 2010, April 17, 2010 and April 19, 2010.
- Engineer [REDACTED] – incompletely documented and/or failed to document inspections on October 12, 2011 and October 21, 2011.
- Engineer [REDACTED] – incompletely documented and/or failed to document inspections on February 10, 2011, February 15, 2011, February 17, 2011, February 19, 2011, February 20, 2011, February 24, 2011, March 5, 2011, March 7, 2011, March 9, 2011, March 18, 2011, March 23, 2011, March 25, 2011, April 23, 2011, May 16, 2011, July 4, 2011, July 9, 2011, July 13, 2011, July 29, 2011, September 14, 2011, September 21, 2011, September 28, 2011, November 16, 2011, January 18, 2012, February 21, 2012, April 4, 2012, April 6, 2012, April 8, 2012, and April 9, 2012.

NOTE: This investigation was unable to determine if, on the dates above which have no documentation, an inspection was conducted, attempted or was not completed at all.

The Supphen Operator and Service Manual page 2-5, paragraph entitled *"Sheaves and Cables"* in part state, *"There are sheaves and cables which are part of the tower extension/retraction system from the second section on up. Each sheave has a poly bearing and requires periodic lubrication. In the sheave bearing pin, there is a grease fitting provided. Each sheave should be greased after every 10 hours of service or annually. We recommend the use of a high-grade chassis grease designed for heavy-duty service."*

- Of the regularly assigned and float engineers who have been assigned to the ladder truck, only three of the engineers stated they had lubricated the pulleys since the ladder truck was placed into service; however, they were unable to recall the dates of when they lubricated the pulleys.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY FINDINGS

DR NUMBER: [REDACTED]

Training:

During this investigation, the majority of the assigned and float engineers who were interviewed stated they felt the training they had received was not adequate to maintain the ladder truck. Some of the engineers stated they did not feel comfortable with their mechanical abilities to lubricate the pulleys and/or adjust the cables of ladder truck. All of the interviewed engineers stated they felt additional training specific to the maintenance of the ladder portion should be provided.

Equipment:

Specific to the failure of the [REDACTED] Fire Department, Station [REDACTED] aerial apparatus ladder truck, this investigation revealed that two sheaves (pulleys) seized. After the sheaves seized, two of the cables associated with the ladder function snapped which allowed the ladder to uncontrollably retract. According to the Sutphen Corporation, with the two cable design, one cable is to act as a fail safe in the event one cable fails. However, in this incident, both cables failed at the same time.

During interviews of the [REDACTED] Fire District personnel they were unable to identify equipment issues regarding the rescue of the injured victims.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/19/2012	J. Lane, #3759



**ARIZONA DEPARTMENT OF PUBLIC SAFETY
CONTINUATION/SUPPLEMENTAL REPORT**

[REDACTED]

Enter (C)ont/(S)upp.	Officer Name	ID No.	Location Code
S	J. Eccles	5423	
Supervisor Name	Date	Pending (Y)es/(N)o	Closed by (A)rrest (O)ther
Sgt. M. Lehar	8/16/2012	Y	

SUMMARY: On 8/15/2012 at about 2040 hours Detective John Eccles, DPS #5423, responded to the University Medical Center for follow-up concerning a mishap at the [REDACTED] Fire District in [REDACTED] Arizona. Detective Eccles contacted five victims and obtained identifications and information regarding injuries for each victim.

NARRATIVE: On the above date, at the time indicated, Detective Eccles received a call from SGT M. Lehar, DPS #2592 instructing him to contact Detective Johnson, DPS #2479, and assist Tucson SIU. Detective Johnson instructed Detective Eccles to go to the University Medical Center, identify the victims of the mishap, and obtain information regarding their injuries.

At about 2135 hours, Detective Eccles arrived at the University Medical Center Emergency Center and contacted the following individuals:

Victims;

Captain [REDACTED] YOA

[REDACTED] YOA
[REDACTED] YOA

[REDACTED] YOA
[REDACTED] YOA

[REDACTED]



ARIZONA DEPARTMENT OF PUBLIC SAFETY
CONTINUATION/SUPPLEMENTAL REPORT

DR NUMBER:

Witnesses;

Firefighter [REDACTED] Fire District

Firefighter [REDACTED] Fire District

Admin. Div. Chief [REDACTED] Fire District

All of the victims were conscious and alert when questioned by Detective Eccles.

Detective Eccles spoke first with Captain [REDACTED] who self-identified and stated that he was in the "bucket" at the time of the mishap. Captain [REDACTED] complained of pain to his right shoulder and a laceration on his left elbow. Hospital staff reported that he had no broken bones and would be released.

Detective Eccles next spoke with [REDACTED] and [REDACTED]. Mr. [REDACTED] identified himself and his wife. Mr. [REDACTED] stated that he had been thrown from the bucket and was restrained by a safety harness. Hospital staff reported that Mr. [REDACTED] had no fractures that were detected and he complained of pain in his left shoulder, right knee, and suffered pain and abrasions on his left hand. Mr. [REDACTED] was discharged. Hospital staff reported that Mrs. [REDACTED] suffered fractures to both heels and an open fracture to the left ankle. Mrs. [REDACTED] was admitted for surgery on the open fracture. She was to be moved to Diamond 2 North, Room 2210, bed #1. The staff provided the following number for follow-up contact: [REDACTED]

Detective Eccles contacted [REDACTED] who identified herself as above. Hospital staff informed Detective Eccles that Mrs. [REDACTED] sustained a fracture to the right elbow requiring surgical intervention and that she would be admitted and moved to 3 East, Room 3621, bed 2. He then contacted Mr. [REDACTED] who identified himself as stated above. Hospital staff confirmed for Detective Eccles that Mr. [REDACTED] had suffered an open fracture to the left leg below the knee, which would require surgery, and a laceration to the right knee. They also stated that Mr. [REDACTED] had reported pain when they attempted to remove his cervical collar and was to undergo an MRI on 8/16/2012 to confirm that there was no spinal injury. Mr. [REDACTED] was to be admitted and moved to 3 East, Room 3622. The following number was provided for follow-up contact regarding Mr. and Mrs. [REDACTED]

While speaking with Captain [REDACTED] firefighters [REDACTED] and Division Chief [REDACTED] arrived. Firefighter [REDACTED] stated that he witnessed the mishap from about 15 feet away while firefighter [REDACTED] indicated that he was operating the pedestal and was watching the controls at the time. Chief [REDACTED] stated that he also witnessed the incident and all three said that they had given statements to the Pima County Sheriff's deputies at the scene.

Detective Eccles left the hospital at about 2352 hours.



ARIZONA DEPARTMENT OF PUBLIC SAFETY

II. SUPPLEMENTAL REPORT

DR NUMBER: [REDACTED]

This supplement concerns the actions of Arizona Department of Public Safety Tucson Special Investigations Unit Detective Guy Anderson, #3601, as they relate to the assistance he provided to the [REDACTED] Fire Department on August 15, 2012.

On Wednesday, August 15, 2012, Arizona Department of Public Safety Tucson Special Investigations Unit Detective Terry Johnson, #2479, contacted Detective Anderson and informed him that the [REDACTED] Fire District was requesting assistance with documenting an incident involving their ladder truck. The incident occurred at the [REDACTED] Fire Station # [REDACTED] Arizona.

Detective Anderson traveled to the [REDACTED] Fire District Station # [REDACTED] to provide the requested assistance.

At approximately 2215 hours, Detective Anderson arrived at the scene. Detective Anderson observed the [REDACTED] Fire District's ladder truck parked on the concrete slab behind the fire station. The ladder was elevated to approximately 48 degree with the first section extended out by a hydraulic piston. The second and third sections were retracted back onto the first section. Two frayed cabled ends were hanging down from the middle of the ladder.

During the walk through, Detectives Anderson and Johnson were shown locations of evidence and other points of interest to be documented. Detective Anderson and Arizona Department of Public Safety Highway Patrol Division Officer David Hopkins, #6537, determined the best location to set up the Accident Investigation Measuring System (AIMS) unit, which was to be used to document the crime scene.

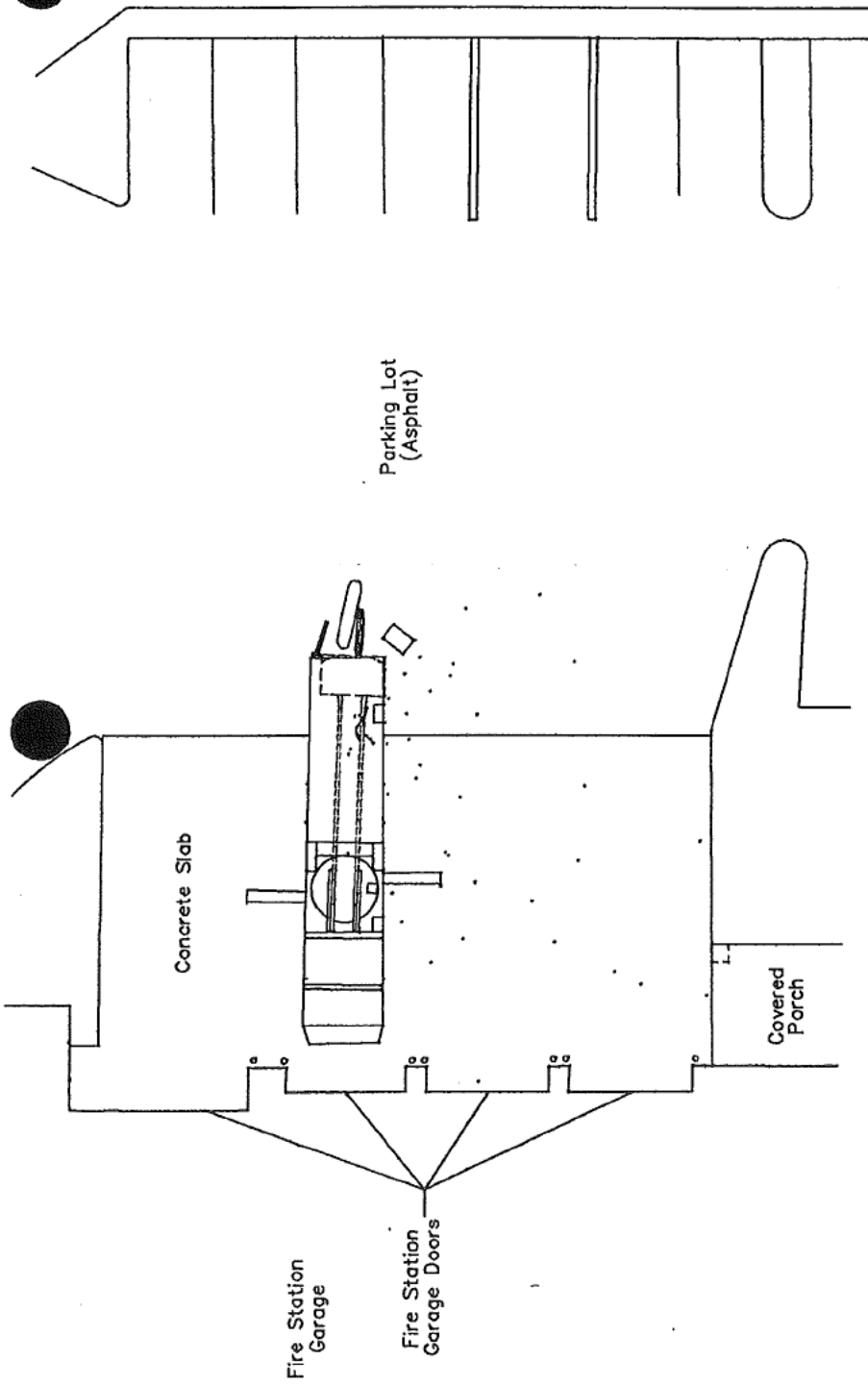
Officer Hopkins set up the AIMS unit and with the assistance of Detective Anderson measured the scene.

Detective Anderson's assistance on this day was concluded, when he left the scene at 0130 hours.

Detective Anderson downloaded the information collected by the AIMS unit. The downloaded information was used, by Detective Anderson, to complete a diagram and legend of the incident scene.

This concluded Detective Anderson's activities regarding the assistance to the [REDACTED] Fire District.

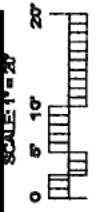
Detective Name	ID No.	Location	Date	Supervisor
Guy Anderson	3601		09/24/2012	Sergeant J. Lane, #3759

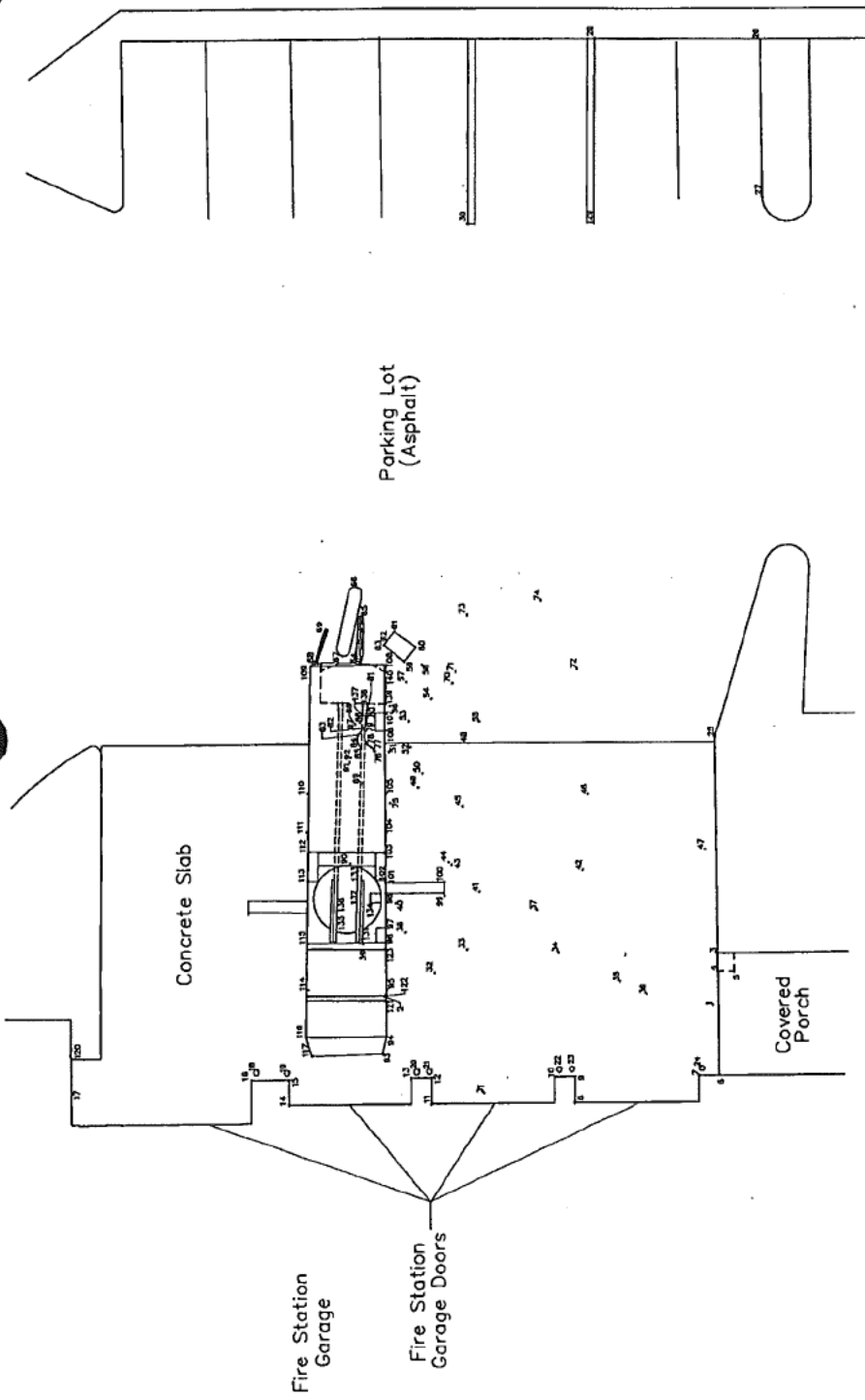


Fire District Station

Arizona

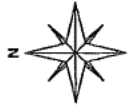
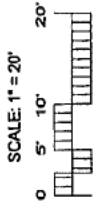
Arizona Department of Public Safety
Tucson Special Investigations Unit

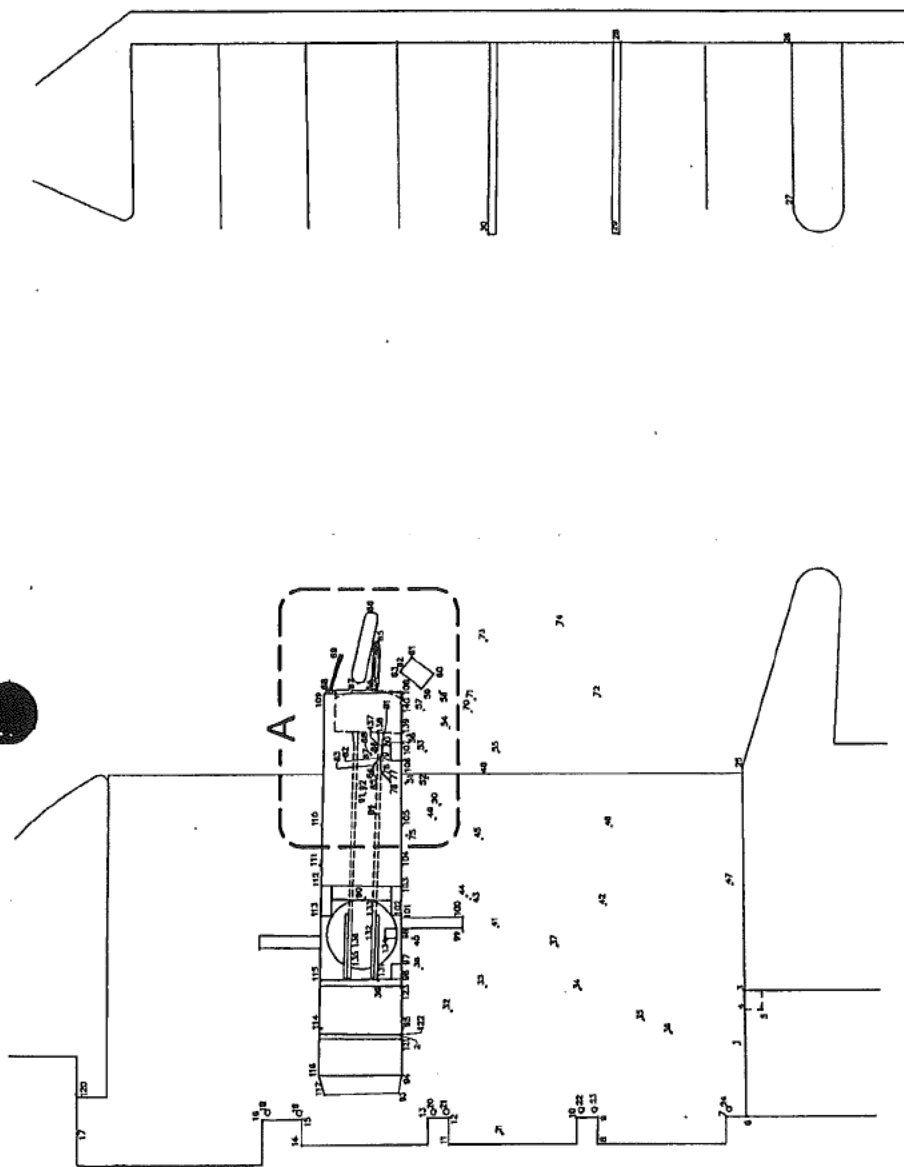




Arizona Department of Public Safety
Tucson Special Investigations Unit

Drawn By: G. Anderson, #3601

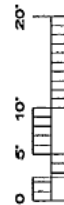




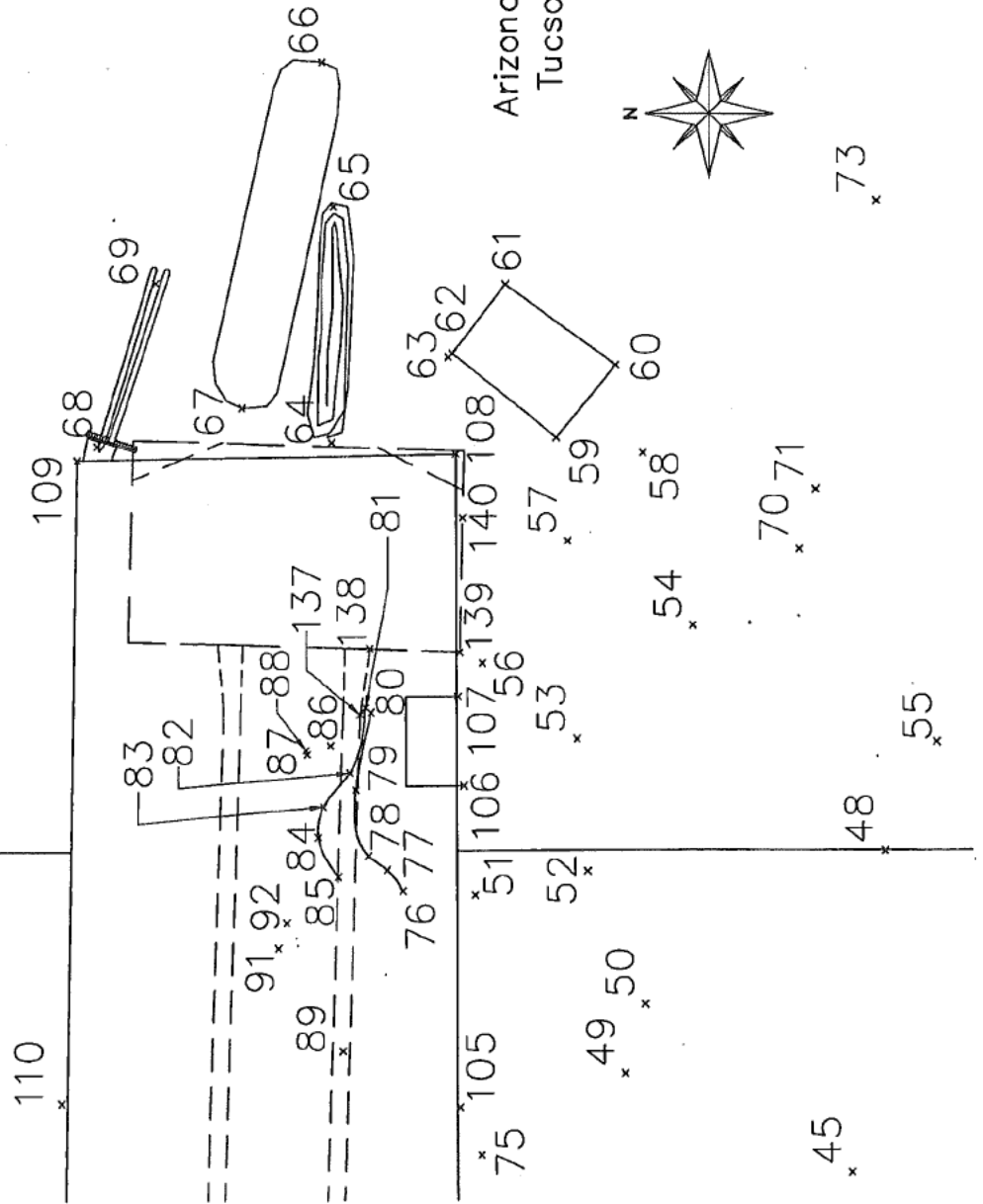
Arizona Department of Public Safety
Tucson Special Investigations Unit

Drawn By: G. Anderson, 1/2/01

SCALE: 1" = 20'



Detail A



Arizona Department of Public Safety
Tucson Special Investigations Unit

Drawn By: G. Anderson, #3601

SCALE: 1" = 4'





ARIZONA DEPARTMENT OF PUBLIC SAFETY

DIAGRAM LEGEND

DR NUMBER: [REDACTED]

<u>PT</u>	<u>Y-Axis</u>	<u>X-Axis</u>	<u>Z-Axis</u>	<u>Description</u>
1	0.443	-0.234	0.000	Station location.
2	1.537	36.613	5.780	Backsight.
3	6.268	-0.753	-0.027	Fire Station Building.
4	4.265	-0.791	0.028	Fire Station Building.
5	4.217	-2.676	-0.002	Fire Station Building.
6	-7.642	-0.934	0.125	Fire Station Building.
7	-7.640	1.306	0.144	Fire Station Building.
8	-10.658	15.302	0.208	Fire Station Building.
9	-7.680	15.238	0.058	Fire Station Building.
10	-7.739	17.573	0.075	Fire Station Building.
11	-10.698	31.352	0.212	Fire Station Building.
12	-7.727	31.356	0.072	Fire Station Building.
13	-7.739	33.618	0.070	Fire Station Building.
14	-10.672	47.348	0.174	Fire Station Building.
15	-7.814	47.305	0.082	Fire Station Building.
16	-7.806	51.610	0.054	Fire Station Building.
17	-9.312	71.846	0.177	Fire Station Building.
18	-6.785	50.849	0.047	Steel post.
19	-6.995	47.312	0.033	Steel post.
20	-6.880	32.772	0.078	Steel post.
21	-6.868	31.372	0.036	Steel post.
22	-6.740	16.811	0.014	Steel post.
23	-6.700	15.378	0.013	Steel post.
24	-6.563	1.112	0.120	Steel post.
25	30.544	-0.621	-0.153	Parking lot curb.
26	108.905	-6.093	-3.051	Parking lot curb.
27	91.274	-6.301	-2.601	Parking lot curb.
28	109.209	12.542	-3.262	Block wall.
29	88.406	12.697	-2.415	Block wall.
30	88.327	26.917	-2.315	Block wall.
31	-9.506	25.512	0.159	Rivet head-Item #1.
32	4.186	30.993	-0.360	Rivet head-Item #2.
33	6.771	27.305	-0.423	Rivet head-Item #3.
34	6.448	17.036	-0.285	Wire strand from cable-Item #4.
35	3.112	10.178	-0.114	Wire strand from cable-Item #5.
36	1.693	7.162	-0.081	Rivet head-Item #6.
37	11.182	19.482	-0.388	Rivet head-Item #7.
38	8.714	34.198	-0.506	Rivet head-Item #8.
39	7.535	38.941	-0.371	Eye Glasses Lens-Item #9.
40	12.011	35.330	-0.558	Rivet head-Item #10.

Detective Name	ID No.	Location	Date	Supervisor
Guy Anderson	3601		09/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY

DIAGRAM LEGEND

DR NUMBER: [REDACTED]

<u>PT</u>	<u>Y-Axis</u>	<u>X-Axis</u>	<u>Z-Axis</u>	<u>Description</u>
41	13.283	25.946	-0.514	Rivet head-Item #11.
42	15.696	14.307	-0.286	Wire strand from cable-Item #12.
43	16.344	28.993	-0.455	Firefighter's Helmet-Item #13.
44	16.620	29.357	-0.453	Rivet head-Item #14.
45	22.858	27.693	-0.287	Rivet head-Item #15.
46	24.197	13.650	-0.261	Rivet head-Item #16.
47	17.948	0.524	-0.104	Safety Harness-Item #17.
48	29.921	26.958	-0.155	Rivet head-Item #18.
49	25.043	32.683	-0.234	Woman's Left Shoe-Item #19.
50	26.567	32.240	-0.223	Washer-Item #20.
51	28.958	36.011	-0.145	Woman's Right Shoe-Item #21.
52	29.471	33.519	-0.114	Firefighter's Helmet-Item #22.
53	32.398	33.742	-0.216	Portion of a watch band-Item #23.
54	34.935	31.164	-0.211	Portion of a watch band-Item #24.
55	32.325	25.813	-0.184	Rivet head-Item #25.
56	34.114	35.833	-0.251	Rivet head-Item #26.
57	36.840	33.937	-0.300	Safety Harness-Item #27.
58	38.786	32.269	-0.386	Woman's Earring-Item #28.
59	39.125	34.181	-0.367	Metal door-Item #29.
60	40.729	32.869	-0.467	Metal door-Item #29.
61	42.515	35.307	-0.560	Metal door-Item #29.
62	41.000	36.477	-0.504	Metal door-Item #29.
63	40.913	36.567	-0.503	Woman's Earring-Item #30.
64	39.031	39.136	-0.434	Fire Hose.
65	44.233	39.091	-0.651	Fire Hose.
66	47.410	39.336	-0.742	Rescue Basket.
67	39.797	41.101	-0.405	Rescue Basket.
68	38.945	44.287	-0.357	Tools.
69	42.553	42.993	-0.546	Tools.
70	36.658	28.819	-0.318	Rivet head-Item #31.
71	37.980	28.472	-0.399	Rivet head-Item #32.
72	38.277	14.819	-0.578	Rivet head-Item #33.
73	44.339	27.121	-0.750	Eye Glasses Lens-Item #34.
74	45.944	18.857	-0.858	Piece of black plastic-Item #35.
75	23.258	35.876	-0.344	Rivet head-Item #36.
76	29.061	37.587	5.892	Broken cable-Item #37.
77	29.521	37.933	5.902	Broken cable-Item #37.
78	29.826	38.356	5.905	Broken cable-Item #37.
79	31.278	38.624	5.920	Broken cable-Item #37.
80	33.003	38.294	5.876	Broken cable-Item #37.

Detective Name	ID No.	Location	Date	Supervisor
Guy Anderson	3601		09/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY

DIAGRAM LEGEND

DR NUMBER: [REDACTED]

<u>PT</u>	<u>Y-Axis</u>	<u>X-Axis</u>	<u>Z-Axis</u>	<u>Description</u>
81	33.108	38.417	5.898	Broken cable-Item #38.
82	31.660	38.759	5.883	Broken cable-Item #38.
83	30.906	39.342	5.757	Broken cable-Item #38.
84	30.231	39.461	5.766	Broken cable-Item #38.
85	29.375	39.020	5.886	Broken cable-Item #38.
86	32.272	39.185	5.774	Bolt-Item #39.
87	32.069	39.699	5.765	Watch-Item #40.
88	32.165	39.725	5.775	Rivet head-Item #41.
89	25.554	38.920	6.013	Nut-Item #42.
90	16.559	40.355	4.953	Bolt with nut-Item # 43.
91	27.817	40.339	13.328	Cable end.
92	28.375	40.158	17.422	Cable end.
93	-4.924	36.826	-0.025	Point defining fire truck.
94	-2.994	36.396	-0.043	Point defining fire truck.
95	2.336	36.298	-0.230	Left front wheel axle #1.
96	7.651	36.406	-0.428	Point defining fire truck.
97	9.298	36.351	-0.466	Point defining fire truck.
98	13.117	36.440	-0.534	Point defining fire truck.
99	12.809	29.822	-0.426	Point defining fire truck.
100	14.370	29.828	-0.417	Point defining fire truck.
101	14.297	36.417	-0.532	Point defining fire truck.
102	14.620	36.428	-0.530	Point defining fire truck.
103	17.729	36.533	-0.502	Point defining fire truck.
104	20.001	36.390	-0.454	Left wheel axle #2.
105	24.314	36.351	-0.353	Left wheel axle #3.
106	31.361	36.254	-0.190	Point defining fire truck.
107	33.364	36.375	-0.167	Point defining fire truck.
108	38.763	36.407	-0.369	Point defining fire truck.
109	38.641	44.731	-0.325	Point defining fire truck.
110	24.409	45.091	-0.300	Right wheel axle #3.
111	20.079	45.261	-0.382	Right wheel axle #2.
112	17.854	44.997	-0.400	Point defining fire truck.
113	14.565	45.135	-0.440	Point defining fire truck.
114	2.374	45.087	-0.247	Right front wheel axle #1.
115	7.586	45.092	-0.372	Point defining fire truck.
116	-3.010	45.417	-0.103	Point defining fire truck.
117	-5.095	44.755	-0.025	Point defining fire truck.
118	-2.758	36.688	1.801	**
119	-2.891	36.575	6.154	**
120	-4.883	71.952	12.659	Fire Station Building.

Detective Name	ID No.	Location	Date	Supervisor
Guy Anderson	3601		09/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY
DIAGRAM LEGEND

DR NUMBER: [REDACTED]

<u>PT</u>	<u>Y-Axis</u>	<u>X-Axis</u>	<u>Z-Axis</u>	<u>Description</u>
121	1.052	36.607	8.750	Point defining fire truck.
122	1.578	36.554	9.514	Point defining fire truck.
123	6.822	36.535	9.457	Point defining fire truck.
124	6.825	36.553	8.501	**
125	7.513	36.554	7.601	**
126	7.434	36.670	1.662	**
127	7.869	37.606	4.912	**
128	17.729	36.517	4.788	**
129	17.739	36.491	5.972	**
130	38.339	36.417	5.716	**
131	8.014	39.058	8.901	Ladder Pivot Point.
132	11.993	39.239	9.742	Ladder.
133	14.628	39.152	12.746	Ladder.
134	12.089	38.148	14.379	Controls pedestal.
135	10.764	41.943	13.512	Ladder.
136	11.211	41.883	15.626	Ladder.
137	32.962	38.527	39.589	Ladder.
138	34.429	38.310	34.642	Ladder.
139	34.347	36.336	37.826	Bucket.
140	37.350	36.268	37.666	Bucket.
141	36.743	35.305	40.398	**
142	34.500	36.200	41.282	**
143	26.469	38.770	25.482	**

** Point shot for a possible side view diagram. Not required for this diagram.
Points are recoverable if the need arises for a side view diagram.

Detective Name	ID No.	Location	Date	Supervisor
Guy Anderson	3601		09/19/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER [REDACTED]

On August 15, 2012 at approximately 2030 hours, I was contacted at my house to call out Officer David Hopkins, Az DPS 6537 to assist Special Investigations Unit Detective Terry Johnson, Az DPS 2479 at the [REDACTED] Fire Department. I was told that they had some sort of equipment failure, but had very little information. I decided to respond with Officer Hopkins in case he needed help diagraming the scene using the AIMS equipment. I instructed Officer Hopkins to retrieve the AIMS equipment from the Tucson DPS Headquarters and I would meet him in [REDACTED] at the Fire Station.

I arrived at the [REDACTED] Fire Station at approximately 2145 hours. I observed a ladder truck parked outside the station house. The ladder was partially extended. The area was taped off with fire tape and cones. There were no obvious signs that the scene had been tampered with. I met with the Fire Captain and started to understand what had occurred. Apparently the station house had invited guests, and was in the process of allowing them to experience the ladder truck's extension ladder, when the bucket at the end of the ladder slid back down the ladder and came to rest. Witnesses stated the ladder was close to full extension. The five occupants of the bucket, four civilians and one firefighter were injured in mishap.

At the direction of Detective Johnson, I began inventorying evidence and collecting it after the scene was photographed and diagrammed. All of the items that I collected were given an item number with the initials [REDACTED] behind it. Those items ranged from rivets, eyeglasses, harnesses, fire helmets, cable pieces, and a door from the bucket. These items were collected and placed in its own evidence bag.

The evidence bags were placed in the back of Detective Johnson's SUV and we left the scene to submit the items into DPS Property and Evidence. The items were secured in two evidence lockers. On August 17, 2012 at approximately 0900 hours, I removed the items from the locker and submitted them to DPS Property and Evidence. The lockers can only be unlocked by evidence custodians and they did not appear to have been tampered with after I placed them in the locker and prior to submission to Property and Evidence.

Sergeant Paul Castellano, Az DPS 4925
Southern Highway Patrol Division

Detective Name	ID Number	Location	Date	Supervisor



ARIZONA DEPARTMENT OF PUBLIC SAFETY SUPPLEMENT REPORT

DR NUMBER: [REDACTED]

This supplement is to document Officer Hopkins', #6537, involvement in case # [REDACTED]. On August 15, 2012 at 2035 hours, Officer Hopkins was called out to assist Detective Johnson #2479 with a scene at [REDACTED] Fire Department. When Officer Hopkins arrived, he saw a red ladder truck parked behind the fire station. There was a yellow tape securing people from entering the immediate area around the fire truck. Officer Hopkins assisted Detective Anderson # 3601 with measuring the scene using the Nikon NPL-522. Officer Hopkins took the measurements using the evidence recorder while Detective Anderson walked the scene with the prism pole. This concludes Officer Hopkins' involvement in this case.

Detective Name	ID Number	Location	Date	Supervisor
Officer D. Hopkins	6537	[REDACTED]	08/27/12	P. Castellano #4925



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Retired

Residence Address:

Telephone Number:

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Retired

Residence Address:

Telephone Number:

SYNOPSIS:

On September 25, 2012, Mr. and Mrs. [REDACTED] were interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 25, 2012, Arizona Department of Public Safety Detective Terry Johnson, #2479, conducted a recorded interview of Mr. [REDACTED] and Mrs. [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the [REDACTED], Arizona Fire District. The investigation is in reference to an incident where a one hundred foot aerial platform apparatus (ladder truck) failed on August 15, 2012.

The interview was conducted at Mr. and Mrs. [REDACTED] residence located at [REDACTED] [REDACTED] Arizona. The interview began at approximately 1125 hours and it concluded at approximately 1150 hours. Also present during the interview was Mr. and Mrs. [REDACTED] attorney, Mr. Michael Drake. A complete audio version of this interview will be included with this report.

Mr. [REDACTED] is a member of the [REDACTED] located in [REDACTED] Arizona. In February 2012, as a part of a fund raising event for the [REDACTED] in part to benefit its sponsored charities, the Rotary Club held a "silent auction." One of the items being auctioned was a dinner for four at the [REDACTED] Fire District and Mr. [REDACTED] purchased the dinner.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

The dinner was scheduled for August 15, 2012 at 1700 hours; after the dinner was scheduled, Mr. [REDACTED] invited his friends, Mr. [REDACTED] and Mrs. [REDACTED] to accompany him and his wife, [REDACTED] to the dinner. According to Mr. [REDACTED], the plans for the evening were to arrive at the fire station, where they would receive a tour of the fire station and the equipment (trucks) and the dinner would follow the tour.

At 1700 hours, on August 15, 2012, Mr. and Mrs. [REDACTED] along with Mr. and Mrs. [REDACTED] arrived at the [REDACTED] Fire District, Station [REDACTED] located at [REDACTED]. After arriving there, they met with the on duty personnel and were provided a tour of the fire station. According to Mr. [REDACTED], the tour was very "enlightening." The [REDACTED] Fire District personnel were "wonderful" in explaining the operation of the equipment. When they arrived at the fire station, the ladder truck was parked in the east parking lot of the fire station.

Prior to the dinner, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were offered, by who they thought was the [REDACTED] Fire District Operations Division Chief [REDACTED] the "experience" of "going up" in the ladder truck. During further questioning, Mr. and Mrs. [REDACTED] indicated they had no indication they were going to be offered a ride in the platform portion of the ladder truck. According to Mr. and Mrs. [REDACTED] prior to mounting the truck, they were not offered a civilian observer form. Mrs. [REDACTED] stated they did not have any expectations of anything, they just expected to be taken on a tour of the fire station.

Prior to mounting the fire truck, the [REDACTED] Fire District personnel provided safety equipment, a safety belt with a nylon rope attached to it and a safety helmet to Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED]. Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were told a [REDACTED] Fire District captain was going to accompany them on their ride on the ladder. Through this investigation, the [REDACTED] Fire District captain was identified as being Captain [REDACTED].

Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] along with Captain [REDACTED] mounted the truck by steps located near the rear of the driver's side of the truck. Soon thereafter, Mr. and Mrs. [REDACTED] Mr. and Mrs. [REDACTED] and Captain [REDACTED] entered the "bucket" (platform) portion of the ladder. Once they were standing on the platform, all five of the individuals were tethered to points of the platform.

Mr. [REDACTED] was standing to what would be considered the rear of the platform, on the driver's side of the truck, with Mrs. [REDACTED] standing slightly to his left and in front of him. Mr. [REDACTED] was standing to the rear of the platform, on the passenger side of the truck, with Mrs. [REDACTED] standing in front of him. Captain [REDACTED] was standing between the two couples toward the front of the platform.

Mr. [REDACTED] stated Chief [REDACTED] was taken pictures of the event.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Mr. and Mrs. [REDACTED] stated the ladder was being extended and raised at a very slow pace. Mr. [REDACTED] believed the person operating the controls was the engineer who was in charge of operating the equipment. Mr. [REDACTED] thought the engineer's name was "[REDACTED]". Through this investigation, the engineer was identified as being [REDACTED] Fire District [REDACTED]. Additionally, Mrs. [REDACTED] described the movement of the ladder as being very smooth.

According to Mr. [REDACTED] Engineer [REDACTED] was not standing on the platform, but was at the controls located on the truck. When questioned, Mr. [REDACTED] stated he could not recall if he saw Captain [REDACTED] operating the controls of the platform.

Mrs. [REDACTED] recalled, who she thought was Captain [REDACTED] ask if they were ready to "going back down."

Mr. [REDACTED] stated the "failure" occurred very quickly. The platform fell approximately forty feet and he thought the ladder was at a forty-five degree angle when the failure occurred. Additionally, Mr. [REDACTED] thought the ladder was stationary when the failure occurred.

Mrs. [REDACTED] could not recall if the ladder was being retracted at the time of the failure; however, she did recall the failure occurred very quickly. She also recalled the ladder retracted very fast.

After the ladder came to an abrupt stop, Mrs. [REDACTED] along with Mr. and Mrs. [REDACTED] had broken bones. Mr. [REDACTED] felt the fire captain and he were the "luck ones" because they were not seriously injured. When the failure occurred, Mr. [REDACTED] struck the door of the platform and was partially ejected from the platform. According to Mr. [REDACTED] he fell backwards from the platform.

Mrs. [REDACTED] believed because she is small in stature, when the platform came to the abrupt stop, she flew into the air and when she landed on the platform, it slammed her feet into the metal floor of the platform. Soon thereafter, she noticed her left ankle was bleeding and she thought her left foot was broken. Mrs. [REDACTED] thought her right foot was behind her and she was unable to stand. Mrs. [REDACTED] did notice her husband was partially ejected and wanted to help him back into the platform. However, she was told not to help him.

Soon after the ladder came to a stop, Engineer [REDACTED] climbed the ladder to assist Captain [REDACTED] in lifting Mr. [REDACTED] back into the platform. When Mr. [REDACTED] was brought back into the platform, he noticed Mr. [REDACTED] and his wife were sitting on the floor of the platform; he, Captain [REDACTED] and Mrs. [REDACTED] were standing.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Mr. [REDACTED] could not recall overhearing any conversation between Captain [REDACTED] and anyone else from the [REDACTED] Fire District. Mr. [REDACTED] recalled hearing a sound when the failure occurred; however, he was unable to describe the sound during the interview. Mrs. [REDACTED] could not recall hearing any sound when the failure occurred.

Approximately thirty minutes after the failure of the [REDACTED] Fire District ladder truck, a second ladder truck arrived. After the second ladder truck arrived, Mrs. [REDACTED] learned both her feet (ankles) had been broken during the incident. A "harness" was placed around her and she was lifted from her position on the platform by [REDACTED] Fire District rescue personnel. As she was being lifted to the rescue ladder truck, Mrs. [REDACTED] passed out from the pain of her broken bones. Mrs. [REDACTED] stated she could recall being placed in an ambulance, but had no memories of other events of the rescue.

Both Mr. and Mrs. [REDACTED] were transported by the same ground ambulance the University Medical Center located at 1501 North Campbell Avenue in Tucson, Arizona. Mr. [REDACTED] was treated and released from the hospital for bruises; however, he was told he possibly may have a right shoulder injury. Mrs. [REDACTED] treatment for both ankles being broken required surgery.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Retired

Residence Address:

Telephone Number:

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Retired

Residence Address:

Telephone Number:

SYNOPSIS:

On September 25, 2012, Mr. [REDACTED] and Mrs. [REDACTED] were interviewed in reference to this investigation. The following report will summarize their interview.

DETAILS:

On Tuesday, September 25, 2012, Arizona Department of Public Safety Detective Terry Johnson, #2479, conducted a recorded interview of Mr. [REDACTED] and Mrs. [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the [REDACTED] Arizona Fire District. The investigation is in reference to an incident where a one hundred foot aerial platform apparatus (ladder truck) failed on August 15, 2012. The interview was conducted at Mr. and Mrs. [REDACTED] residence located at [REDACTED] Arizona. The interview began at approximately 1008 hours and it concluded at approximately 1033 hours. Also present during the interview was Mr. and Mrs. [REDACTED] attorney, Mr. Michael Drake. A complete audio version of this interview will be included with this report.

Mr. [REDACTED] is an active member of the [REDACTED] Club located in [REDACTED] Arizona. In February 2012, the [REDACTED] Club held a fund raising event and as a part of that event, the [REDACTED] Fire District gave a certificate for a dinner and tour of a fire station as an item for the fund raising event. A friend of Mr. and Mrs. [REDACTED], Mr. [REDACTED] and Mrs. [REDACTED] purchased the certificate and they asked Mr. and Mrs. [REDACTED] to join them for the dinner and tour.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

On August 15, 2012, at approximately 1700 hours, Mr. and Mrs. [REDACTED] met Mr. and Mrs. [REDACTED] at the [REDACTED] Fire District, Station [REDACTED]. They were introduced to the [REDACTED] Fire District crew that was on duty that day. Soon after arriving there, they were provided with a tour of Station [REDACTED] which lasted for approximately one hour.

According to Mr. [REDACTED] at some point, "they" (the on duty [REDACTED] Fire District personnel) offered them the opportunity to ride in the aerial platform portion of the ladder truck. Due to the time of day and a rain storm which was developing, the ride would be conducted "right away" and their dinner would be served after the ride. Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] agreed to this as their dinner was being prepared. According to Mr. and Mrs. [REDACTED], prior to them mounting the truck, they could not recall being offered a civilian observer form.

Prior to mounting the fire truck, the [REDACTED] Fire District personnel provided safety equipment, a safety belt with a nylon rope attached to it and a safety helmet to Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED]. Mr. [REDACTED] stated he knew pictures were taken of them dressed in the safety equipment.

Mr. and Mrs. [REDACTED], Mr. and Mrs. [REDACTED], along with [REDACTED] Fire District Captain [REDACTED] mounted the truck by steps located near the rear of the driver's side of the truck. Soon thereafter, Mr. and Mrs. [REDACTED], Mr. and Mrs. [REDACTED] and Captain [REDACTED] entered the "bucket" (platform) portion of the ladder. Once they were standing on the platform, all five of the individuals were tethered to points of the platform. According to Mr. [REDACTED] as the ladder and platform were raised at a slow speed.

During the interview, Mr. [REDACTED] drew a sketch of the position and location each individual was standing on the platform (the sketch will be included with this report). According to Mr. [REDACTED] sketch, Mr. [REDACTED] was standing to what would be considered the rear of the platform, on the driver's side of the truck, with Mrs. [REDACTED] standing slightly to his left and in front of him. Mr. [REDACTED] was standing to the rear of the platform, on the passenger side of the truck, with Mrs. [REDACTED] standing in front of him. Captain [REDACTED] was standing between the two couples toward the front of the platform.

Mr. [REDACTED] estimated the ladder was extended to approximately one hundred feet. According to Mr. [REDACTED] he thought they were "up there" for five to eight minutes. Mr. [REDACTED] stated they could see a cloud buildup and it began to lightening.

Mrs. [REDACTED] recalled Captain [REDACTED] had asked if they were ready to "go down now." Captain [REDACTED] was told that they were ready to conclude the ride. As she was "looking around," Mrs. [REDACTED] began watching the ladder as it was retracting. As the ladder was being retracted, Mrs. [REDACTED] recalled hearing a loud noise (similar to a gun shot) and watching the ladder "telescoping" very rapidly. She felt an impact and the impact caused her to fall to the floor of the bucket.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

The "next thing" Mr. [REDACTED] recalled, he "came too" and he was "at the bottom of the bucket" (platform) and there was a failure. Mr. [REDACTED] could not recall hearing any noise or the platform retracting; he could only recall there had been an accident. After the failure occurred, Mr. [REDACTED] recalled his shoulder hit and displaced the wall of the platform. He was lying on the floor, his left foot was facing the opposite direction, his right leg was cut, bleeding and positioned near his face.

Mrs. [REDACTED] could not recall exactly what occurred to her after the platform came to an abrupt stop. However, she recalled that she was on the floor of the platform, near the corner where she had been standing after it came to a stop.

Mr. [REDACTED] could also see that Mr. [REDACTED] had been partially ejected from the platform and was "hanging up side down." Mr. [REDACTED] indicated Mrs. [REDACTED] and Mrs. [REDACTED] were sitting on the floor of the platform.

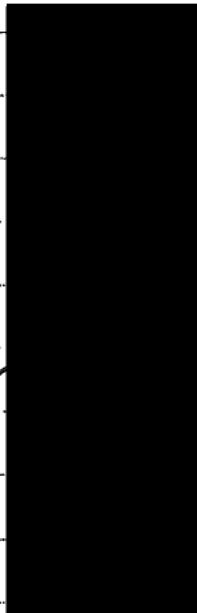
According to Mr. [REDACTED] "they" were told [REDACTED] Fire District Engineer [REDACTED] was operating the aerial platform controls from "below." He was "pretty sure" and he was "almost positive" Captain [REDACTED] was not operating the aerial platform controls from the platform. Mrs. [REDACTED] could not recall who was operating the aerial platform controls. Neither, Mr. or Mrs. [REDACTED] saw Captain [REDACTED] operating the controls of the aerial platform.

Mr. [REDACTED] sustained a compound fracture of the tibia and fibula bones in his left leg; his left foot was turned in the opposite direction. His right leg sustained lacerations which required sutures and an injury to the right shoulder rotator cuff which will require future surgery. Mr. [REDACTED] questioned if the reason why he could not recall the incident was because he had been knocked unconscious during the accident. Mr. [REDACTED] was transported to the University of Arizona Medical Center hospital located at 1501 North Campbell Avenue in Tucson, Arizona via a helicopter.

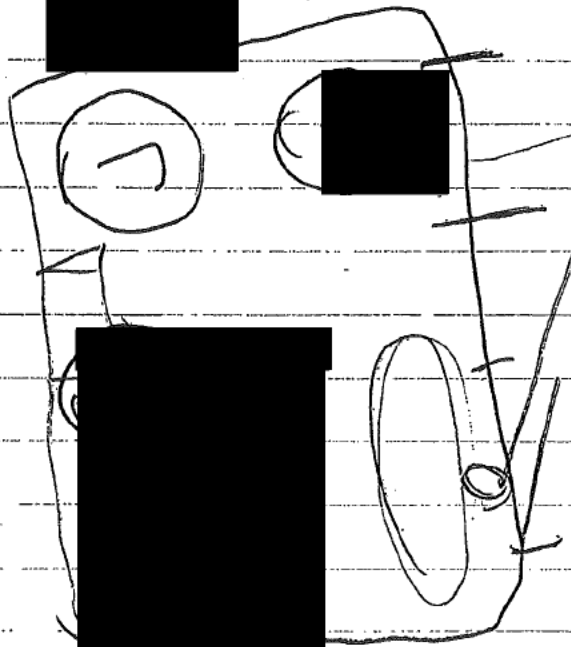
Mrs. [REDACTED] received contusions and "severe" bruising to the right side of her body, several lacerations, an injury to her right knee, hematoma on her right hip, a broken humerus bone just above her right elbow which required surgical repair. She sustained contusions to her right ribs and broken toes on her right foot. She also sustained contusions and lacerations to her left leg. Mrs. [REDACTED] indicated that she did not lose conscious during the incident. Mrs. [REDACTED] stated the safety helmets "flew" off of their heads when the aerial platform stopped. Mrs. [REDACTED] was transported to the University of Arizona Medical Center by ground ambulance (Southwest Ambulance) for treatment of her injuries.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



21/38/16





Fire District

AZ

PHONE:

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as a basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

[Redacted Signature]

Jan Hutton
District Representative's Signature

Investigator's Signature

9/17/12
Date

9/17/12
Date

9/17/12 1009
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]
Age: [REDACTED]
Occupation: Firefighter/Captain
Employer: [REDACTED]
Business Address: [REDACTED] Arizona [REDACTED]
Business Telephone: [REDACTED]

SYNOPSIS:

On September 17, 2012 [REDACTED], Arizona Fire District Captain [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Monday, September 17, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED], Arizona Fire District Captain [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED] located at [REDACTED]. The interview began at approximately 1010 hours and it concluded at approximately 1112. A complete audio version of this interview will be included with this report.

Prior to the interview, Captain [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Captain [REDACTED] was asked to read and sign the statement of rights form. Captain [REDACTED] requested a support observer be present during the interview and after his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form. Captain [REDACTED] was asked to read and sign the support agreement form and he agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Captain [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Captain [REDACTED] stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Captain [REDACTED] has been employed by the [REDACTED] Fire District since July 2001 and he has a badge number of [REDACTED]. Prior to being employed by the [REDACTED] Fire District, Captain [REDACTED] was employed by the [REDACTED] as a firefighter. He has worked in the [REDACTED] area since 1998.

On August 12, 2012, Captain [REDACTED] was the station captain for [REDACTED] Fire District Station [REDACTED] located at [REDACTED]. He advised, as the station captain, he was in charge of the "day to day" operation of the station. After the failure of the ladder, Captain [REDACTED] was assigned as the Operational Captain, a support role.

On August 15, 2012, at approximately 0800 hours, he arrived at Station [REDACTED]. After arriving there he received a briefing as to the day before activities from the crew being relieved. Soon thereafter, his crew, which consisted of Engineer [REDACTED] and Firefighter [REDACTED] began to perform "truck checks" (inspections of the various fire trucks).

Captain [REDACTED] could not recall, but thought they had responded to a "couple calls" and he attended to some administrative duties.

After returning from a medical call, around lunch time, Engineer [REDACTED] and Firefighter [REDACTED] began the detailed weekly inspection of the ladder truck. While the ladder truck was being conducted, Captain [REDACTED] completed the report for the medical call they had just returned from.

Captain [REDACTED] stated after he completed his report, he noticed Engineer [REDACTED] and Firefighter [REDACTED] were completing the detailed check of the ladder truck. According to Captain [REDACTED] he questioned Engineer [REDACTED] if he had found any issues with the ladder truck. As he was talking to Engineer [REDACTED] Captain [REDACTED] noticed the ladder was extended and elevated with Firefighter [REDACTED] on the "bucket" (platform).

During the interview, Captain [REDACTED] stated in the past, he had assisted Engineer [REDACTED] with the inspection of the ladder truck. During these inspections, Captain [REDACTED] saw Engineer [REDACTED] visually inspect the cables of the ladder and Engineer [REDACTED] would check the tension of the cables by reaching up and pulling down on the cables. He would also see Engineer [REDACTED] extend and retract the ladder, raise the ladder, rotate it three hundred and sixty degrees and lower the ladder for the visual inspections. Captain [REDACTED] stated he never observed Engineer [REDACTED] lubricate the grease fittings of the pulleys.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Later in the day, [REDACTED] Fire District Operations Chief [REDACTED] stopped by Station [REDACTED]. According to Captain [REDACTED] there was going to be a preplanned dinner at the station with "some friends" of Chief [REDACTED] from the [REDACTED]. Chief [REDACTED] was there to cook dinner and Captain [REDACTED] and his crew were assisting Chief [REDACTED] prepare for the dinner. Captain [REDACTED] stated this was not the first time they had hosted a dinner at the fire station. The guests for the dinner on August 15, 2012 were identified as being Mr. [REDACTED] and Mrs. [REDACTED] and Mr. [REDACTED] and Mrs. [REDACTED].

Once Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] arrived, they were provided with a tour of the station and the various apparatus assigned at to Station [REDACTED]. Captain [REDACTED] noticed a possible thunderstorm developing over the Santa Rita Mountains, east of Station [REDACTED]. Captain [REDACTED] and Chief [REDACTED] decided to give Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] a ride on the ladder platform prior to dinner because of the possible thunderstorm.

Captain [REDACTED] stated Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were provided with safety belts and firefighter helmets. They ensured all the safety equipment fit each person properly before mounting the ladder truck.

Soon thereafter, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were assisted into the platform portion of the ladder truck and Captain [REDACTED] entered the platform last. He ensured "all the doors" of the platform were closed and everyone was secured by being tethered to the "bucket."

Captain [REDACTED] was aware, affixed on the platform, is a placard which reflected the gross weight limit for the platform being one thousand pounds of additional weight. However, the weight limit was five hundred pounds when water was flowing. Prior to entering the platform, Captain [REDACTED] estimated the weight of all five individuals as being between nine hundred and nine hundred and seventy-five pounds.

During this investigation, it was revealed Mr. [REDACTED] was standing to what would be considered the rear of the platform, on the driver's side of the truck, with Mrs. [REDACTED] standing slightly to his left and in front of him. Mr. [REDACTED] was standing to the rear of the platform, on the passenger side of the truck, with Mrs. [REDACTED] standing in front of him. Captain [REDACTED] was standing between the two couples toward the front of the platform.

Engineer [REDACTED] was stationed at the pedestal of the ladder and was controlling the movement of the ladder. Captain [REDACTED] advised Engineer [REDACTED] everyone was secured and ready to be lifted up. Soon thereafter, Engineer [REDACTED] began extending and raising the ladder. Captain [REDACTED] could not recall if Engineer [REDACTED] raised and extended the ladder at the same. Captain [REDACTED] explained he was talking to Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] and he was not paying attention to Engineer [REDACTED] activities.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Captain [REDACTED] stated all of a sudden the platform came to a "hard stop." He described the stop as being harder than what he had ever felt the platform stop before. Captain [REDACTED] assumed the ladder was at full extension; however, he thought he had never felt the ladder stop like that when the ladder is at full extension. According to Captain [REDACTED] a "couple people" commented about the stop being "harsh" and he explained the ladder must have been at full extension. During further questioning, Captain [REDACTED] stated he did not hear any noise when the ladder came to the abrupt stop.

Captain [REDACTED] could not recall the exact elapsed time, but felt the platform did not move for approximately thirty seconds or one minute. Captain [REDACTED] questioned Engineer [REDACTED] if he [REDACTED] wanted him [REDACTED] to take over the controls of the platform. Engineer [REDACTED] told Captain [REDACTED] to "hold on." Captain [REDACTED] stated he explained to Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] he could also control the platform and "showed" them the control panel. During further questioning, Captain [REDACTED] stated Engineer [REDACTED] was the only person operating the controls of the platform.

Soon thereafter, Engineer [REDACTED] told Captain [REDACTED] he was going to "bring them" back down. According to Captain [REDACTED] within approximately five seconds, the ladder began to retract. For approximately the first six to eight inches of the ladder retraction, it felt like a "normal" retraction. The ladder then "picked up" speed and it "was a free fall" from that point. Captain [REDACTED] stated it all occurred so quickly and there was no time to think about what was occurring.

During this investigation it was revealed, when the platform stopped, Captain [REDACTED] was thrown backward into Mr. [REDACTED]. Mr. and Mrs. [REDACTED] fell to the floor of the platform. Mrs. [REDACTED] was thrown upward and then fell onto the floor of the platform. Mr. [REDACTED] was pushed into the door of the platform which knocked the door from its hinges and he was partially ejected from the platform.

When the platform came to a stop, Captain [REDACTED]'s helmet was "knocked off." He stood up and noticed the door to the platform was missing and he could see Chief [REDACTED] standing on the ground. He overheard Chief [REDACTED] yelling and telling him to pull Mr. [REDACTED] back into the platform. Soon thereafter, Captain [REDACTED] noticed Mr. [REDACTED] had been partially ejected from the platform. Captain [REDACTED] moved to the area of where Mr. [REDACTED] was located and attempted to pull Mr. [REDACTED] back into the platform. According to Captain [REDACTED], he was only able to lift Mr. [REDACTED] to a certain point.

After observing what had occurred and that Mr. [REDACTED] had been partially ejected, Engineer [REDACTED] climbed the ladder to assist Captain [REDACTED] in lifting Mr. [REDACTED] back into the platform. Once Mr. [REDACTED] was back in the platform, Mr. [REDACTED] stated he felt he was not seriously injured and he was able to stand. Soon thereafter, Captain [REDACTED] began to triage the injured victims.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Chief [REDACTED] contacted Captain [REDACTED] via the radio and assigned him to assist with the extrication of the injured victims. During their conversation, Captain [REDACTED] provided Chief [REDACTED] with a "triage report" and explained he was unsure of what equipment would be needed to extricate the injured victims from the platform; however, he did request at least one ladder truck respond to the scene to assist with the extrication.

As additional [REDACTED] Fire District personnel arrived on scene, Captain [REDACTED] continually provided them with updated information. He was aware [REDACTED] Fire District Station [REDACTED] Captain [REDACTED] was assigned as the medical coordinator for the incident. After Captain [REDACTED] arrived on scene, Captain [REDACTED] provided her with information as to what medical supplies would be needed to care for the injured victims.

After he arrived on scene with Engine [REDACTED] Fire District Engineer [REDACTED] (certified technical rescuer) was dawned with the proper safety equipment. Soon thereafter, Engineer [REDACTED] climbed the ladder and assisted Captain [REDACTED] with treating the injured victims. Additionally, Captain [REDACTED] and Engineer [REDACTED] developed a "game plan" on how they would proceed with the care and extrication of the injured victims.

After the [REDACTED] Fire Department ladder truck arrived on scene, the [REDACTED] Fire Department ladder truck was staged to the south of the [REDACTED] Fire District ladder truck. Soon thereafter, the ladder of [REDACTED] Fire Department ladder truck was raised to assist with the extrication. According to Captain [REDACTED] a [REDACTED] Fire District firefighter (identified through this investigation to be Firefighter [REDACTED] and a firefighter from the [REDACTED] Department assisted with the extrication.

Because of the platform of the [REDACTED] Fire District ladder truck was very confining, Captain [REDACTED] and Engineer [REDACTED] decided to remove the injured victims that could stand first. According to Captain [REDACTED] Mrs. [REDACTED] was the first injured victim to be removed. Prior to Mrs. [REDACTED] being removed from the platform, Captain [REDACTED] questioned if two of the victims could be removed at the same time. Captain [REDACTED] was told because fire fighting equipment was stored in the [REDACTED] Fire Department ladder truck platform there was a concern for the amount weight that would be placed on the platform.

Mrs. [REDACTED] was removed from the [REDACTED] Fire District platform and lowered to the ground. Soon thereafter, the unneeded equipment was removed from the [REDACTED] Fire Department ladder truck platform.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

The second and third victims that were extricated from the [REDACTED] Fire District platform were Mr. and Mrs. [REDACTED]. Soon thereafter, Mr. [REDACTED] was extricated from the platform. Captain [REDACTED] and Engineer [REDACTED] were the last to be removed from the [REDACTED] Fire District platform.

Soon after Captain [REDACTED] was removed from the platform, he was transported to the University of Arizona Medical Center located at 1501 North Campbell Avenue in Tucson, Arizona. He was treated for back and "tail bone" pain along with a burse to his shoulder. Captain [REDACTED] was released from the hospital after the treatment for his injuries.

According to Captain [REDACTED] since the time the [REDACTED] Fire District purchased the ladder truck, between two or four times a year, civilians have ridden on the platform portion of the truck. This usually occurs on special occasions. For example, the truck was on "stand-by" at the pecan festival and Captain [REDACTED] observed civilians being lifted and then lowered. Captain [REDACTED] was aware civilian observers were required to complete a civilian observer form prior to riding on a fire truck; however, he did not have Mr. and Mrs. [REDACTED] or Mr. and Mrs. [REDACTED] complete a civilian observer form prior to their ride on the ladder. Additionally, Captain [REDACTED] was aware during the pecan festival the civilian observers did not complete a civilian observer form prior to the ride on the ladder truck.

Detective Johnson explained while conducting the investigation, he has reviewed documents that the [REDACTED] Fire District identified as being a truck check list. During the review of the documents, there appeared to be a lack of documentation reflecting the truck having been properly inspected. Detective Johnson further explained the documents reflected, on at least one hundred and nine different days, there was either no inspection done or an inspection was not completed. Captain [REDACTED] was unaware if the one engineer would pass on to another engineer if an inspection of the truck was completed or not. However, if he was an engineer and noticed the inspection had not been completed, he would have completed the inspection.

Captain [REDACTED] explained as a part of his duties he did review the truck check lists. Additionally, Captain [REDACTED] stated he instructed the engineers assigned to him, if an issue with the ladder truck was discovered during their inspection, they were to advise him of the issue right away. The truck would be placed out of service and the proper repairs would be made. If no issue was found with the truck, the check list would be placed in a "three ring" binder and the check list was kept with the truck.

Captain [REDACTED] stated the engineer is responsible for ensuring the various apparatus' are inspected and the station captain is responsible for ensuring the engineer performs the duties of an engineer.

Detective Johnson further explained there appeared to be an issue as far as the maintenance of the ladder truck. During questioning, Captain [REDACTED] stated he has never seen "anyone" grease the fittings on the pulleys.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Additionally, Detective Johnson explained the day after the failure, a mechanic assisted in removing the pulleys and bearings. In inspecting those parts, the mechanic felt they appeared to have been directly related to the cause of the failure. After the pulleys were removed, the mechanic stated he felt the failure was due to the lack of lubrication and the cables of the ladder were adjusted to tight. Captain [REDACTED] stated he never witnessed any of the [REDACTED] Fire District engineer adjust the cables. Additionally, Captain [REDACTED] was unaware of any [REDACTED] Fire District policy which identified if the cable adjustments were the responsibility of an engineer or a mechanic. Captain [REDACTED] further stated he did not see the cable adjustment being an engineer's responsibility, since the [REDACTED] Fire District utilized a "third party" testing facility for the ladder truck.

Captain [REDACTED] stated the ladder truck was the newest truck in the [REDACTED] Fire District fleet and it was a "new venture" for them. He was unaware if the [REDACTED] Fire District had sent anyone out to be trained in the proper maintenance of the ladder truck.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759

[REDACTED]
[REDACTED] AZ
Phon [REDACTED]



Ladder [REDACTED] incident

August 15, 2012

[REDACTED], AZ. [REDACTED]

Captain [REDACTED] Fire District

[REDACTED] Fire District was holding an award dinner at Station [REDACTED] for raffle winners who had won a "dinner with the firefighters." 4 individuals (2 couples) arrived at approximately 1700 at the station. They were given a station and apparatus tour by Firefighter [REDACTED], Engineer [REDACTED] and I, while Chief [REDACTED] was preparing the meal. Prior to sitting down to dinner and before the weather got worse (cloudy with possible storms southeast of our location), it was decided to give the guests a ride in the bucket of the ladder truck.

Everyone in the immediate area was issued helmets, and the individuals riding in the bucket were also issued ladder belts. Firefighter [REDACTED] and I assisted all 4 guests into the bucket of the ladder truck in its bedded position, with Engineer [REDACTED] located at the pedestal. Once all 4 guests and myself had entered the bucket, I assured that all the bucket doors were secured and all the guests as well as myself were appropriately wearing the appropriate PPE (helmets and ladder belts) attached via carabineer and accessory cord to dedicated attachment points inside the bucket. I was facing away from the truck at the bucket control panel with Mrs. [REDACTED] on my left, Mrs. [REDACTED] on my right. Mr. [REDACTED] and Mr. [REDACTED] were behind the three of us.

Engineer [REDACTED] was informed that we were ready in the bucket, and we were raised up into the air under the control of Engineer [REDACTED] at the pedestal. I was speaking to the guests as we were raised to what felt to be approximately 45-50 degrees. I am unsure if we were raised and extended simultaneously, but at some point we were extended outward from the rear of the truck. I am unsure of the

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exact distance in the air we were when we came to an abrupt, hard stop. I informed the guests that we must be fully extended and continued to speak with them about the surrounding area. We stayed motionless for what felt to be a minute or so. I contacted Engineer [REDACTED] via intercom and asked if he wanted me to take over the controls. He informed me that he was going to bring us back down, and I responded "okay." Within seconds, approximately the first 6-12" felt like a normal retraction, then the bucket began to pick up speed very fast.

I was unsure what was happening initially. Once the fall stopped, four of us in the bucket were on the floor of the bucket. There was blood visible on the floor of the bucket. I was able to stand up and look to see where everyone was. At this point, I felt pain and tightness in my right posterior thoracic region along with tightness in my right shoulder. I heard Chief [REDACTED] yelling something, and that's when I noticed the fifth person, Mr. [REDACTED], was hanging up-side down with only his lower legs and feet inside the bucket. He was hanging outside the bucket, still in his ladder belt with the accessory cord pulled tight, and no helmet on. The location he was at in that moment is where the access door used to be that accesses the bucket when the ladder is bedded. With caution, I made my way over to him and leaned over and grabbed his hand and attempted to pull him up. Seconds later, Engineer [REDACTED] had made it up the ladder to just below the bucket and assisted me in getting Mr. [REDACTED] into the bucket, where he was able to stand under his own power and was not initially complaining of anything.

I began to triage everyone in the bucket. The following are the initial obvious injuries, location of patients initially after the fall, and initial triage order:

Mr. [REDACTED] - immediate - found resting on his bent right leg and right hip leaning into the ladder access door, which was damaged and pushed outward (toward the ladder). Obvious injuries were an open fracture to his left lower leg, bent at the knee with lower part of leg behind him, with deformity and bleeding present. He also complained of right leg pain in and around the right knee region with obvious wounds to the right knee. He also was very concerned about his back due to a history of back issues and surgeries.

Mrs. [REDACTED] - delayed - found sitting on the floor of the bucket from where she was standing with her left leg folded in front of her in a normal sitting position with an obvious open fracture to her left medial ankle region with bleeding present. Her right leg was bent up in a normal position and initially had no complaints of that leg. Later it was determined that she may also have a fracture to her right ankle region as well.

Mrs. [REDACTED] - minor - found sitting on the floor of the bucket next to Mr. [REDACTED] complain of right elbow and arm pain. Later she was able to stand with assistance and able to ambulate with assistance into the rescue ladder bucket.

Mr. [REDACTED] - minor - remained standing and had no chief complaints, but due to MOI was still triaged and monitored.

There was very little room to work, or even move about the bucket due to the amount of people injured and where they were located in the bucket. I instructed Engineer [REDACTED] and Firefighter [REDACTED] to get EMS supplies for the injuries and began to figure out how to get the patients down. In talking with Engineer [REDACTED], it was decided due to the shock impact of the ladder, it would be best not to move the ladder from this position. Chief [REDACTED] came over the radio with me and assigned me to extrication division and asked for a 'conditions, actions, needs' report. I informed him that we'll need a helicopter for one patient, 1-2 ladder trucks for rescue and informed him of the injuries initially obvious and found. I continued to monitor and assess the patients in the bucket.

EH [REDACTED] and EP [REDACTED] arrived on scene and Engineer [REDACTED] donned a rescue harness and climbed the ladder to assist with the rescue and patient care. Soon after his arrival at the bucket, the EMS supplies arrived at the bucket and it was communicated that no one else was to be on the ladder or bucket due to the weight limit. While waiting on the rescue ladder truck, Engineer [REDACTED] and I formulated a plan on extrication and began to treat injuries. We requested the Vetter Belt for lifting assistance. We assisted Mrs. [REDACTED] up to her feet and I changed places with her to assist Mr. [REDACTED] from his current position to a more comfortable position. We moved Mr. [REDACTED] to the spot where Mrs. [REDACTED] was via lift, where he was able to rest his back up against the inside of the bucket side panel, straighten his right and left legs (manual support to obvious open fracture to left lower leg was given during move). I continued with manual support to Mr. [REDACTED] injured leg, while Engineer [REDACTED] prepared splinting material for his leg. In addition, we utilized an Ace bandage to support and secure Mrs. [REDACTED] right arm to her body in an attempt to stabilize any injury. Mr. [REDACTED] left lower leg was splinted utilizing a cardboard splint, padded around the wound to patient's comfort level and rolled gauze.

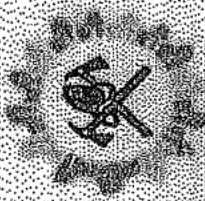
At this point, the [REDACTED] Fire ladder truck got into position for transfer of the patients. It was decided to remove Mrs. [REDACTED] and Mr. [REDACTED] first so that we would have room to continue to work on the other patients. The first patient was Mrs. [REDACTED]. She was the only patient to go on the first trip due to additional weight in the bucket from hose rolls, which were removed after the first trip. Mr. [REDACTED] and Mrs. [REDACTED] were next to go. Mr. [REDACTED] was able to ambulate with

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assistance into the rescue bucket without incident. The Vetter Belt was utilized for Mrs. [REDACTED] to assist her up and keep her weight off of her lower extremities. She was transferred to the rescue ladder truck and sat on Firefighter's [REDACTED] knee for the ride to the ground.

Another Vetter Belt was utilized for Mr. [REDACTED] who was assisted up and then assisted into the rescue bucket for his ride down to the ground. The rescue bucket came back up for the final trip where Engineer [REDACTED] and I rode in it down to the ground. As soon as I got to the ground, command met with me and a gurney was prepared for me by [REDACTED] who transported me to UMC. I informed them that I had pain in my buttock area near my tail bone, pain in my right posterior thoracic region, right shoulder stiffness and a 2" laceration to my left elbow region.

Captain [REDACTED]



PIMA INTERAGENCY TRAINING COMMITTEE

Recognizes that

[REDACTED]

has successfully completed the prescribed course of instruction in

Pump Operator (64 HOUR)

In compliance with NFPA 1002, Chapter 3, 1998 Edition
and is therefore awarded this

CERTIFICATE OF COMPLETION

this 29th day of October, 2003

[REDACTED]



PIMA INTERAGENCY TRAINING COMMITTEE

Recognizes that



has successfully completed the prescribed course of instruction in

Aerial Operator Course

(48 HOUR)

In compliance with NFPA 1002, Chapter 4, 1998 Edition

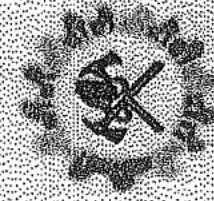
and is therefore awarded this

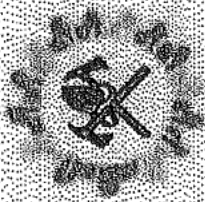
CERTIFICATE OF COMPLETION

this 19th day of December, 2003



PIMA Training Instructor





PIMA INTERAGENCY TRAINING COMMITTEE



Recognizes that

[REDACTED]

has successfully completed the prescribed course of instruction in

SUPPORT VEHICLE OPERATOR (32HR)

In compliance with NFPA 1002, Chapters 2, 6, 8, 1998 edition

and is therefore awarded this

CERTIFICATE OF COMPLETION

this 29th day of August, 2003

[REDACTED]

PIMA Training Instructor

Arizona State Fire Training

Office of The State Fire Marshal

This will acknowledge that

[Redacted]

has completed the prescribed Course of Instruction in

LADDER TRUCK COMPANY FUNCTIONS & OPERATIONS

and is therefore awarded this

Certificate of Completion

GEORGE MARS

Phoenix, Arizona, this 14 day of Sep 1917

[Redacted]

[Redacted]



AZ

Phone: _____

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interview.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

Date

Date

Date

Investigator's Signature



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter/Engineer

Employer:

Business Address:

Arizona

Business Telephone: [REDACTED]

SYNOPSIS:

On September 18, 2012, [REDACTED] Arizona Fire District Firefighter/Engineer [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Firefighter/Engineer [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED] located at [REDACTED]. The interview began at approximately 1438 hours and it concluded at approximately 1545 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Engineer [REDACTED] was asked to read and sign the statement of rights form. Engineer [REDACTED] requested a support observer be present during the interview and after his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form. Engineer [REDACTED] was asked to read and sign the support agreement form and agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Engineer [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Engineer [REDACTED] stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] has been employed by the [REDACTED] Fire District for approximately six and one half years and his badge number is [REDACTED]. In September of 2011, he was promoted to the rank of engineer. Engineer [REDACTED] became a certified paramedic in 2010. Engineer [REDACTED] is assigned to [REDACTED] Fire District Station [REDACTED] located at [REDACTED] however, he is considered to be a "floating" engineer. As a floating engineer, he could be temporally assigned to another [REDACTED] Fire District station.

Engineer [REDACTED] described his job duties as being in charge of a fire apparatus and ensuring the apparatus is properly equipped. Additionally, he is responsible for the safe delivery of the crew to and from calls.

In 2004, Engineer [REDACTED] attended a basic fire academy sponsored by the Drexel Heights Fire District. After completing the basic fire academy, Engineer [REDACTED] worked as a reserve firefighter for approximately two months. Additionally, he worked with the Tubac Fire Department as a reserve firefighter before being employed by the [REDACTED] Fire District.

Engineer [REDACTED] was unable to recall exactly when he attended a driver/operator course of instruction, but felt it was either in 2008 or 2009. Soon after completing the driver/operator course of instruction, Engineer [REDACTED] attended and completed an aerial operator course of instruction presented by the Texas A&M University and sponsored by the [REDACTED] Fire District.

On August 15, 2012, Engineer [REDACTED] was on duty and assigned to Station [REDACTED]. Also on duty at Station [REDACTED] with him were [REDACTED] Fire District Captain [REDACTED] and Firefighter [REDACTED]. According to Engineer [REDACTED], they were told on August 13, 2012, they would be having guests on August 15. Engineer [REDACTED] understood [REDACTED] Fire District Operations Chief [REDACTED] would be preparing a dinner for the guests and the crew would assist with the dinner and the crew would provide a tour of the station. The guests were later identified as being Mr. [REDACTED] and Mrs. [REDACTED] and Mr. [REDACTED] and Mrs. [REDACTED].

Engineer [REDACTED] stated Chief [REDACTED] arrived at approximately 1500 hours, and told him it was his [REDACTED] intention to give Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] a ride in the ladder truck and to save time, asked Engineer [REDACTED] to "pre stage" the truck. Engineer [REDACTED] stated he set the out riggers and readied the truck. When "they" were ready to go, all he had to do would be to start the truck and raise the ladder. Engineer [REDACTED] stated, as requested, he "staged" the ladder truck in the east parking lot prior to the arrival of Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED].

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

According to Engineer [REDACTED] at approximately 1700 hours, one couple arrived and shortly thereafter, the other couple arrived. After some general conversation the tour of the station began. As a part of the tour, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were led to the vehicle bay and were shown the various apparatus (trucks).

After the tour was completed, Chief [REDACTED] asked Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] if they wanted "to take a ride" in the ladder truck which they agreed to. Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were led to the "back pad" and they were told about various aspects of the truck and how the truck was utilized.

Engineer [REDACTED] stated he was aware civilians were required to sign a civilian observer form prior to riding on a [REDACTED] Fire District truck. He was also aware neither Mr. and Mrs. [REDACTED] or Mr. and Mrs. [REDACTED] were offered a civilian observer form.

Soon thereafter, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were provided with safety equipment (a helmet and safety belts). Captain [REDACTED] Engineer [REDACTED] and Firefighter [REDACTED] ensured the safety equipment fit each of them properly. Captain [REDACTED] and Firefighter [REDACTED] then assisted Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] into the platform portion of the ladder.

Engineer [REDACTED] was aware the platform portion of the ladder had a weight limitation. If water was flowing the weight limit is five hundred pounds. If the ladder is extended without water flowing, the weight limit is one thousand pounds. According to Engineer [REDACTED] he did not and he did not see anyone else weigh the five individuals (Captain [REDACTED] Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] who were going to be in the platform. During further questioning, Engineer [REDACTED] stated he estimated the weight of all five individuals as being approximately eight hundred pounds.

As Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were being assisted into the platform, Engineer [REDACTED] started the truck and verified the ladder system was working properly. Engineer [REDACTED] explained once the truck is set properly, there are green lights that will illuminate on the control panel. These lights indicate the ladder is "good to go." Engineer [REDACTED] then positioned himself at the operator pedestal and waited for the signal for the ladder to be extended.

Engineer [REDACTED] raised the ladder to an angle between forty and fifty degrees. He stopped at this angle and then began to slowly extend the ladder. At a height of between sixty and eight feet, Engineer [REDACTED] heard a "loud pop" and two cables were observed flying out from under the "last fly" of the ladder. Engineer [REDACTED] stated prior to the loud pop he did not hear any unusual noise. He described the loud pop as similar to a small handgun being fired.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

After he heard the noise and saw the cables, Engineer [REDACTED] moved away from the controls of the ladder. According to Engineer [REDACTED] he looked toward Chief [REDACTED] and he felt both of them were "stunned" by what had just occurred. Engineer [REDACTED] stated he and Chief [REDACTED] discussed what their options were and they decided to try and lower the ladder.

Soon thereafter, Engineer [REDACTED] noticed the portions of the ladder were slowly starting to retract back into each other. As the ladder was retracting it gained speed and suddenly, the ladder and platform came to an abrupt stop with two section of the ladder extended. Engineer [REDACTED] indicated all he could recall was the door of the platform had been knocked off and Mr. [REDACTED] "dangling" from the platform.

After seeing this, Engineer [REDACTED] ran up the ladder and he saw Captain [REDACTED] was "holding" onto Mr. [REDACTED]. After positioning himself, Engineer [REDACTED] assisted Captain [REDACTED] with lifting Mr. [REDACTED] back into the platform. Engineer [REDACTED] questioned Captain [REDACTED] if he had been injured and Captain [REDACTED] told him he had pain in his ribs.

During the interview, Engineer [REDACTED] was questioned about the positioning of the injured victims. He stated when he arrived at the platform, Mr. [REDACTED] was lying on the floor of the platform and Mrs. [REDACTED] was sitting on top of him. Mrs. [REDACTED] was also on the floor of the floor of the platform. Engineer [REDACTED] indicated he did not see anyone pinned in the platform. However, if Detective Johnson was told someone was pinned in the platform, he had no reason to dispute this information. During further questioning, Engineer [REDACTED] stated the platform has a self leveling system and if the ladder had been lowered with someone pinned in the platform it would have caused additional injuries to that person.

According to Engineer [REDACTED], he and Captain [REDACTED] discussed the possibility of performing a technical rescue of the injured. They also discussed the possibility of utilizing another ladder truck to assist with the rescue of the injured. Engineer [REDACTED] stated Firefighter [REDACTED] followed him up the ladder and brought safety belts with him. Engineer [REDACTED] stated they put the safety belts on and secured themselves to the ladder.

Engineer [REDACTED] was unsure about the stability of the ladder truck and was unsure if a lowering system could be utilized to lower the injured victims to the ground. According to Engineer [REDACTED], Chief [REDACTED] made the decision to have another ladder truck respond to the scene to assist with the rescue.

Soon thereafter, Engineer [REDACTED] and Firefighter [REDACTED] descended the ladder and assisting personnel from the [REDACTED] Fire District began to arrive. Engineer [REDACTED] stated once he was on the ground, he obtained medical supplies to take back up to the platform.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Before he could climb back up the ladder, Engineer [REDACTED] noticed [REDACTED] Fire District Engineer/Technical Rescue Technician [REDACTED] had arrived and was preparing to climb the ladder to assist with the injured victims. Engineer [REDACTED] stated he followed Engineer [REDACTED] up the ladder with the medical supplies. According to Engineer [REDACTED] once Engineer [REDACTED] arrived at the ladder, he climbed into the platform. Soon thereafter, Engineer [REDACTED] descended the ladder.

At some point, water was requested to be brought up to the platform and Engineer [REDACTED] returned to the platform with water for the victims. After he returned from the platform, he was instructed by [REDACTED] Fire District Engineer [REDACTED] performing the function of safety officer, not to climb the ladder again because they were unsure of the stability of the ladder and felt there were "enough" people at the platform.

Approximately twenty five minutes later, the [REDACTED] Fire Department ladder truck arrived at Station [REDACTED].

After the last victim left Station [REDACTED] Engineer [REDACTED] attended a stress debriefing. After the debriefing was completed, Engineer [REDACTED] was allowed to contact his family to let them know he was not injured during the incident. Engineer [REDACTED] also responded to the University of Arizona Medical Center located at 1509 North Campbell Avenue in Tucson, Arizona to "check" on Captain [REDACTED]. Additionally, while he was there he was asked to submit to a drug screen test.

During Chief [REDACTED] interview, he stated the combined weight of all five individuals totaled nine hundred and three pounds. During the interview, Engineer [REDACTED] believed Chief [REDACTED] obtained this weight after Captain [REDACTED] Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] arrived at the University of Arizona Medical Center. During further questioning, Engineer [REDACTED] stated "potentially," the extra weight of the safety equipment each individual wore could have exceeded one hundred pounds. However, Engineer [REDACTED] did not believe the combined weight of the five individual exceeded the one thousand pound weight limit.

Detective Johnson explained, as a part of the investigation into the failure of the ladder truck, he (Johnson) needed to obtain information about his [REDACTED] knowledge and the training he received regarding the ladder truck. Engineer [REDACTED] stated he did not attend the familiarization training provided by the Sutphen Corporation when the truck was delivered to the [REDACTED] Fire District.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

According to Engineer [REDACTED] he was not provided training on how to check the tension on the cable system of the ladder truck. Engineer [REDACTED] also stated he was not provided training on how to lubricate the pulleys. However, he indicated that he had overheard other engineers talk about lubricating the pulleys, but no one specifically showed him how to lubricate the pulleys. During further questioning, Engineer [REDACTED] stated he had overheard the pulleys were to be lubricated after "so many hours" of actual ladder use. When questioned, Engineer [REDACTED] thought the pulleys were to be lubricated every ten hours of ladder usage. Engineer [REDACTED] was unaware of exactly what needed to be lubricated every ten hours. However, during the interview, he mentioned the zerk fittings needed to be lubricated every ten hours. He also overheard the rails of the ladder were to be lubricated as well.

Engineer [REDACTED] agreed the [REDACTED] Fire District had a procedure where at least a portion of the ladder truck was to be inspected on a daily basis. On Wednesday of each week, a detailed inspection of the truck was to be performed. During the interview, Engineer [REDACTED] explained how the detailed Wednesday inspections were to be performed and during this inspection, the grease fittings and ladder rails were to be lubricated. Engineer [REDACTED] also stated he "never had the opportunity" to lubricate the pulleys.

In Engineer [REDACTED] opinion, the lubrication of the pulleys would be based on "every bodies comfort level." Engineer [REDACTED] stated if he looked at the pulleys and they would have "looked dry" to him, he would feel comfortable in applying lubricant. Additionally, Engineer [REDACTED] stated when he looked at the pulleys they appeared to be lubricated.

During the interview, Detective Johnson reviewed photographs of the pulleys which failed during the incident on August 15. In one photograph, Detective Johnson directed Engineer [REDACTED] attention to grease fittings on the pulley assemblies. When asked, Engineer [REDACTED] stated he had never applied lubricant to those grease fittings.

In another photograph, Detective Johnson questioned Engineer [REDACTED] if he could tell the pulley was not seated right just by looking at the assembly. Engineer [REDACTED] stated he could not.

Engineer [REDACTED] has observed other engineers apply lubricant to the rails of the ladder. However, he has never observed any of the other engineers lubricate the pulleys. During further questioning, Engineer [REDACTED] felt it was the responsibility of the on duty engineers to ensure the pulleys were lubricated.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] stated he has performed a Wednesday detailed inspection of the truck. Engineer [REDACTED] would visually inspect the cables for defects and he would "pull" on the cables to ensure they were not "excessively loose." During further questioning, Engineer [REDACTED] stated he was not provided training on how to determine what the proper tension of the cables. Additionally, Engineer [REDACTED] stated, when he pulled on the cables, he noticed there was between one half and one inch give in them and the cables would "spring" back as soon as he released his grip. Engineer [REDACTED] has not adjusted the cables and he indicated he would not have felt comfortable in adjusting the cables.

During the interview, Engineer [REDACTED] stated, when he conducted an inspection of the truck, he did not find anything unusual with the pulleys or cables. However, Engineer [REDACTED] stated he had not received training on "what to look for." Engineer [REDACTED] would look for any obvious issue.

Detective Johnson directed Engineer [REDACTED] attention to a document entitled "[REDACTED] Daily Vehicle Check Tower [REDACTED]." Engineer [REDACTED] stated this document is a check list which is utilized for the daily inspection of the ladder truck. Detective Johnson explained during the investigation, he had reviewed the daily inspection reports for the ladder truck. During this review, it was discovered there appeared to be a failure to document, and/or a failure to complete an inspection or conduct an inspection of the truck at all on numerous occasions.

Engineer [REDACTED] recalled during his driver/operator training, the check list for a truck was discussed; however, the check list was not specific to the [REDACTED] Fire District. Additionally, Engineer [REDACTED] recalled the discussion included what they were to look for during the inspection of the truck.

Detective Johnson further explained the review of the inspection reports, he had found on two occasions during October 2011, Engineer [REDACTED] did not document he had conducted an inspection of the truck. During questioning, Engineer [REDACTED] could not recall the two dates in question.

Engineer [REDACTED] stated other engineers would not tell him if they were unable to inspect the truck and no engineer asked him to complete or inspect the truck for them. According to Engineer [REDACTED], if an engineer was unable to conduct or complete an inspection, that engineer would "make it up" on his next shift.

Engineer [REDACTED] stated he had referred to the Sutphen Operator and Service Manual once when an issue developed on the "pump" on the ladder truck. This was to see if there was an emergency override for the pump. Engineer [REDACTED] stated he never referred to the Operator and Service Manual to ascertain what maintenance was required to be performed on the truck.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] felt he was not properly trained in how to properly maintain the ladder truck. Engineer [REDACTED] also felt there should be a review of the training provided to the engineers as to the maintenance of the truck. The training should also include how to detect a potential failure issues developing with the pulleys. He also felt training should be provided as to the expectations for the engineers and how they should maintain the truck. Engineer [REDACTED] thought the overall maintenance should be the responsibility of a trained mechanic.

On the day of the incident, other than the failure of the ladder portion of the truck, Engineer [REDACTED] stated his equipment functioned properly. He was unable to identify any additional equipment which could have assisted him while performing his duties on August 15, 2012.

Additionally, Engineer [REDACTED] was unable to identify any policy or procedure issue that prevented him from performing his duties on August 15, 2012.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759

Fire District

Phone

AZ



Ladder Incident
August 15, 2012

Engineer, AZ, Fire District

On August 15, 2012 at Station we were having guests over for dinner. These guests had won a dinner at the firehouse through a fund raising event. Division Chief arrived at the station about 3:00pm to start preparing dinner. He advised me that we would give our guest a ride in the ladder truck bucket after dinner, and if I wanted to pre-stage the truck on the back pad to save some time. I moved the ladder truck from its spot in the bay around back of the station for set up. The ladder was parked behind bay number three. At this time, I set the parking brake and turned on the aerial PTO and stepped out of the cab. I moved to the control panel on the driver side of Ladder. I opened the control panel door and began to set up the outriggers with the assistance of firefighter. The ground plates were set under the outriggers and raised to the proper height. Next, the rear jacks were lowered to bring the front tires in contact with the ground, and the front cab jacks were set and the safety pins placed into the outriggers, and confirmation was made that we had all green lights on the control panel, indicating the truck was in proper position for use of the aerial device.

At about 5:00 pm, our guests started to arrive at station. The weather outside was hot with partly cloudy skies, and the winds were calm.

The event started with a station tour lead by Firefighter and Captain and I followed along to answer any questions the guests might have had. Chief also accompanied us to take some pictures of the event. The tour ended on the back pad of Station with Ladder. We gave a quick description of the truck, and Division Chief invited them for a ride in the bucket of the ladder. All our guests were very excited about the experience that they were about to have.

Firefighter, Captain and I explained our safety measures and assisted them with the ladder belts and helmets to assure proper fit. Captain and Firefighter assisted our guests into the bucket and helped them secure the ladder belts to the attachment points inside the bucket. We had four guests inside the bucket, two females and

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two males, along with Captain [REDACTED]. At the time I determined that weight would not be an issue, thinking we had a total weight of about 800 pounds. I turned Ladder [REDACTED] on and reconfirmed we still had all green lights on the aerial control panel and transferred power to the pedestal on top to control of the ladder.

Captain [REDACTED] gave me the ok that they all were secure and he was ready to move. I acknowledged him and began to raise the ladder. The ladder came off the bed and was raised to about 40 degrees. I then extended the ladder, slowly at normal idle, approximately 60 feet. The ladder was moving smoothly and gave no indication of abnormal stress or unusual sound. After extending about 80 feet, we heard a loud pop and saw the cables from what appeared to be the middle fly section propelling forward. I immediately stopped moving the ladder and looked to Division Chief [REDACTED] who was standing about 10 feet away from the pump panel. We quickly discussed the possibility of lowering the boom to the ground. At that time I made contact with Captain [REDACTED] and let him know we were going to lower the ladder back down. Before I was able to begin to lower the ladder, I looked up and noticed the upper fly sections beginning to collapse into itself, slow at first but then move rapidly. The bucket came to an abrupt stop against the ladder, after rapidly retracting approximately 30 feet. At that time we began to assess the damage and prepare for a rescue of all the occupants in the ladder.

TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the

National Board on Fire Service Professional Qualifications

Hereby certifies

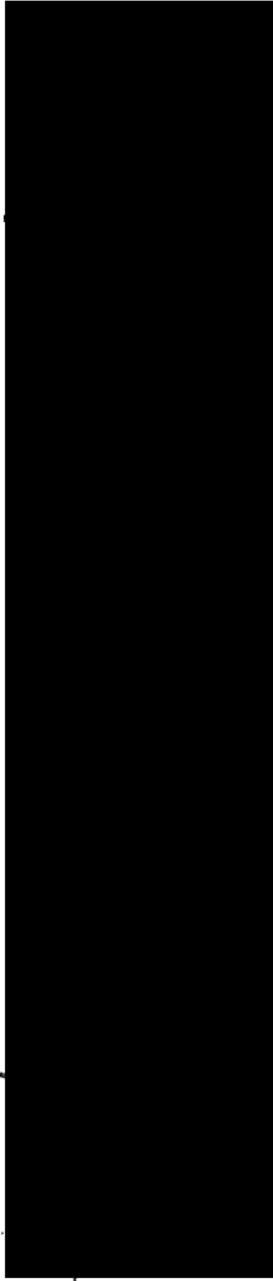


as

Fire Apparatus Driver/Operator: Aerial

(NEPA 1002 2003 Ed.)

April 7, 2009



Continuation of 2-11-03

Arizona State Fire Training

Office of The State Fire Marshal

This will acknowledge that

[REDACTED] has completed the prescribed Course of Instruction in

DRIVER / OPERATOR - AERIAL APPARATUS

and is therefore awarded this

Certificate of Completion

[REDACTED] Arizona, this 10 day of Oct 08



TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the

National Board on Fire Service Professional Qualifications

Hereby certifies

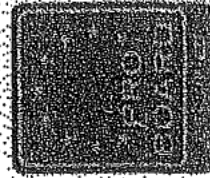


as

Fire Apparatus Driver/Operator: Pumper

(NFPA 1002 2003 Ed.)

April 7, 2009



Document # 231004

FIRE DISTRICT

Certificate of Completion

is hereby granted to:



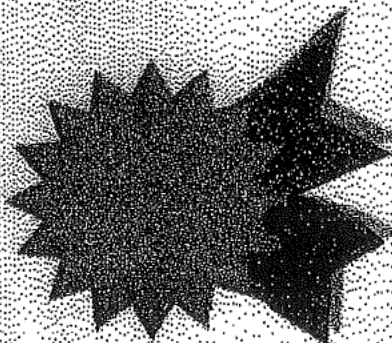
to certify that they have completed to satisfaction

Support Vehicle Operators - Basic

Course

Granted: December 13, 2006

Robert Zimm, SVO Coordinator



[REDACTED] Fire District

[REDACTED] AZ

Phone: [REDACTED]



STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct on basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interview.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

[REDACTED]
Investigator's Signature

09/20/2012
Date

9/20/12
Date

9/20/2012 0934
Date

Fire District

AZ

Phone



SUPPORT OBSERVER AGREEMENT

I, [redacted], have agreed to be a Support Observer for [redacted], a [redacted] Fire District employee, throughout the administrative investigation process started this 20 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [redacted] Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and all or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

09/20/2012
Date

9/20/12
Date

Investigator's Signature

9/20/2012 0934
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation: [REDACTED]

Firefighter

Employer: [REDACTED]

Fire District

Business Address: [REDACTED]

Arizona

Business Telephone: [REDACTED]

SYNOPSIS:

On September 20, 2012, [REDACTED] Arizona Fire District Firefighter [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED], Arizona Fire District Firefighter [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED] located at [REDACTED]. The interview began at approximately 0936 hours and it concluded at approximately 1000 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Firefighter [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Firefighter [REDACTED] was asked to read and sign the statement of rights form. Firefighter [REDACTED] requested a support observer be present during the interview and after his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form. Firefighter [REDACTED] was asked to read and sign the support agreement form and he agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Firefighter [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Firefighter [REDACTED] stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Firefighter [REDACTED] has been employed by the [REDACTED] Fire District since April 2012 and has a badge number [REDACTED]. Firefighter [REDACTED] is also a certified paramedic. On the date of the interview, Firefighter [REDACTED] was assigned to [REDACTED] Fire District Station [REDACTED] located at [REDACTED].

On Wednesday, August 15, 2012, Firefighter [REDACTED] was on duty and assigned to Station [REDACTED]. After he reported for duty (approximately 0800 hours) he received a briefing from the previous day crew. After the briefing, Firefighter [REDACTED] began his normal station duties which included a detailed inspection of the ladder truck and preparing the station for the guests. Firefighter [REDACTED] believed they "ran a few calls" during the day also.

According to Firefighter [REDACTED], his crew was told by the shift before (August 13, 2012), they would be having "guests" on August 15 at approximately 1700 hours. Additionally, their battalion chief would not be working on August 15, and [REDACTED] Fire District Operations Division Chief [REDACTED] would be the acting battalion chief on that day.

Firefighter [REDACTED] was unsure of the exact time; however, he felt the detailed inspection of the ladder truck began between 1400 and 1500 hours. During the inspection, the ladder portion was extended to the full length of one hundred feet. The ladder was lowered to a ninety degree angle and according to Firefighter [REDACTED] the ladder did not come into contact with structure or trees.

Firefighter [REDACTED] assisted [REDACTED] Fire District Engineer [REDACTED] perform the detailed inspection of the ladder truck. Firefighter [REDACTED] stated his duties during the inspection were to check to hoses and axes which were in the platform portion of the ladder.

According to Firefighter [REDACTED], as a part of the inspection Engineer [REDACTED] "checked" the cables. Firefighter [REDACTED] felt Engineer [REDACTED] spent eight to ten minutes visually inspecting and "pulling" on the cables. Additionally, Firefighter [REDACTED] stated during the inspection of the truck, they did not find any issue that would cause a concern for safe operation of the truck. During further questioning, Firefighter [REDACTED] stated he did not check any of the cables or pulleys on the truck.

Firefighter [REDACTED] stated the crew's impression was that Chief [REDACTED] would be utilizing the ladder truck in a demonstration and they parked the truck accordingly. During further questioning, Firefighter [REDACTED] stated he was given an "order and I followed that order" some time after 1700 hours, which the civilians were going into the platform. He was unaware when the decision was made that the civilians were going to ride in the platform. Additionally, he was unaware who made the decision to allow the civilians to ride in the platform.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Firefighter [REDACTED] believed Chief [REDACTED] arrived at approximately 1500 hours, and began preparing to cook the dinner for the guests. Firefighter [REDACTED] stated after Chief [REDACTED] arrived, he [REDACTED] assisted with preparing the dinner.

Firefighter [REDACTED] recalled two elderly couples arrived; however, he could not recall the names of the couples. During this investigation, the two couples were identified as being Mr. [REDACTED] and Mrs. [REDACTED] and Mr. [REDACTED] and Mrs. [REDACTED]. After some initial conversation, Firefighter [REDACTED] was instructed to give Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] a tour of the station.

After completing the tour of the living quarter's portion of the station, Firefighter [REDACTED] guided Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] to the vehicle bay. Firefighter [REDACTED] stated there was a discussion about a possible storm developing and Chief [REDACTED] and Engineer [REDACTED] decided the wind could become a factor in the safe operation of the ladder. Soon thereafter, Firefighter [REDACTED] was instructed to obtain the proper safety equipment for Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED]. This equipment included "structure helmets" and the ladder belts. Firefighter [REDACTED] assisted with securing the safety equipment on Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED]. Firefighter [REDACTED] was also told [REDACTED] Fire District Captain [REDACTED] would be accompanying Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED].

Firefighter [REDACTED] then assisted Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] into the platform portion of the truck. After everyone was secured on the platform, Firefighter [REDACTED] moved to a location approximately twenty feet away from the truck.

Soon thereafter, Engineer [REDACTED] began to raise the ladder. Once the ladder reached an approximate forty-five degree angle, Engineer [REDACTED] began extending the ladder. Firefighter [REDACTED] recalled the movement of the ladder was slow and he recalled Chief [REDACTED] making a comment "Are we going to eat today." During further questioning, Firefighter [REDACTED] stated Engineer [REDACTED] was extending the ladder at a slower pace than normal.

Firefighter [REDACTED] recalled there were four sections of the ladder extended and estimated the height of the ladder to be approximately eighty feet. Firefighter [REDACTED] heard a "massive pop" and noticed the cables came "swinging down." Firefighter [REDACTED] stated he heard noises what sounded like a forty-five caliber handgun being fired when the cable failed. After the massive pop occurred, Chief [REDACTED] asked "what is that" (the cable) and Engineer [REDACTED] explained it was the "extending" cable. According to Firefighter [REDACTED], Chief [REDACTED] and Engineer [REDACTED] began to discuss how they were going to be able remove the people from the platform.

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Firefighter [REDACTED] stated he was watching the "tip of the ladder" and he described the movement of the movement of the ladder like a "roller coaster" reaching the top of a hill. In less than a minute the ladder began to retract. As the ladder retracted it "picked up speed" and Firefighter [REDACTED] heard the people in the platform begin to scream and cry. When the platform came to a stop, Firefighter [REDACTED] compared the stop to the recoil of an artillery cannon. After the platform stopped, Firefighter [REDACTED] saw a metal rod with cable attached fall onto the tarp that covers the hose bed on top of the truck.

Firefighter [REDACTED] saw Mr. [REDACTED] hit the door and knock it off its hinges and partially fall from the platform. According to Firefighter [REDACTED], he did not hear any voices coming from the area of the platform. They were unsure if the people were unconscious or dead.

During the interview, Firefighter [REDACTED] stated he was aware there were two sets of controls located on the ladder truck. One set was located on the turn table and the other set was located in the platform. According to Firefighter [REDACTED], Engineer [REDACTED] was operating the controls and Captain [REDACTED] did not override Engineer [REDACTED] controls. Firefighter [REDACTED] did overhear Captain [REDACTED] ask Engineer [REDACTED] if he ([REDACTED]) wanted him ([REDACTED]) to take over the controls. Additionally, Firefighter [REDACTED] overheard Engineer [REDACTED] tell Captain to "hold on for a second."

Chief [REDACTED] walked in to the vehicle bay to "start and alarm" (emergency response). Engineer [REDACTED] and Firefighter [REDACTED] climbed the ladder to help the victims. Once they arrived at the platform, Engineer [REDACTED] assisted Mr. [REDACTED] back into the platform.

Firefighter [REDACTED] noticed the ladder was not seated properly and this caused a concern for him. Firefighter [REDACTED] felt if the ladder slipped while they were on it, they could receive leg injuries and/or their legs could be amputated. During further questioning, Firefighter [REDACTED] stated normally, the rungs of the ladder are lined up when it is fully retracted. After the failure, he noticed the rungs were off centered and not lined up. He believed this would indicate the ladder had not fully retracted.

He advised Engineer [REDACTED] of the ladder issue and soon thereafter, he climbed down the ladder to retrieve safety belts for himself and Engineer [REDACTED]. Firefighter [REDACTED] then returned to the ladder with the safety belts.

Firefighter [REDACTED] thought he climbed "up and down" the ladder three times relaying information about injuries of the victims. After additional assistance arrived, Firefighter [REDACTED] "gave up" his position to [REDACTED] District Engineer [REDACTED].

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After being relived from his duties on the ladder, Firefighter [REDACTED] instructed the ground ambulance crews to set up emergency medical equipment (back boards, cervical collars, intervenes bags and monitors) for each victim. At the request of the on scene medical coordinator, [REDACTED] District Captain [REDACTED] Firefighter [REDACTED] prepared pain medication for each victim.

Soon thereafter, Firefighter [REDACTED] was told his "shift had ended" and he was relived from duty. After the incident concluded, Firefighter [REDACTED] attended a stress debriefing. After the debriefing concluded, Firefighter [REDACTED] responded to the "hospital" for urinalyses.

Firefighter [REDACTED] stated the [REDACTED] District is looked up to for their safety by other fire departments and the way they run the organization. He felt the failure of the ladder truck to occur was a surprise. He has noticed Engineer [REDACTED] checking the ladder truck every shift and he described Captain [REDACTED] as having a "Type A" personality. "There are no if and or buts" every daily duty requiring to be completed, will be completed.

For further information regarding this interview, please refer to the audio version of this interview.

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[REDACTED]

Ladder 151 incident
August 15, 2012

Probationary Firefighter [REDACTED] **AZ.** [REDACTED]

To whom it may concern,

The following statement is written to explain the events that I, [REDACTED] witnessed on August 15, 2012 at Station [REDACTED] at approximately 1800 hours. The statement will include all of my actions and events witnessed from 1600 hours on August 15, 2012.

I was instructed by Captain [REDACTED] at 1600 hours to ensure the station was clean to include cleaning the work bench in the bay, folding towels, cleaning restrooms and ensuring that Station [REDACTED] was ready to receive guests. I was then advised that I would be responsible for conducting a tour for 4 guests that would be attending a fundraising dinner at the station. At 1710 hours, the first couple arrived at the station and were greeted in the main lobby and brought back to the kitchen area where Chief [REDACTED], Captain [REDACTED], Engineer [REDACTED] and I introduced ourselves and began having a discussion on the Fire District. Within 10 minutes of the first couple arriving, the second couple came to the front lobby and rang the doorbell. Once the door bell was activated, I met the second couple in the front lobby and introduced myself and led them to the kitchen. Once in the kitchen, the second couple was introduced to all fire personnel and we began a tour of Fire Station [REDACTED].

The tour of the Fire Station began in the kitchen, then the bunk rooms, dayroom and into the vehicle bay. During the Station tour the guests had multiple questions about the operation of the Fire District and day-to-day life as a Firefighter. When entering the vehicle bay, the guests were shown Engine [REDACTED] first and allowed to sit in the jump seats and use the thermal imaging camera. The tour and explanation of tools on Engine [REDACTED] took about 10-12 minutes. The group was then shown the Hazardous Materials Response Unit, Tender, Gym, Locker Room, Battalion Vehicle and Battalion quarters. Upon completing the tour of the Station and Apparatus bays, I was instructed by Captain [REDACTED] to collect 4 structure helmets from department members' lockers who were off duty. I then went into the locker room and gathered four helmets from the following personnel lockers: Firefighter [REDACTED], Engineer [REDACTED], Engineer [REDACTED], and Engineer [REDACTED]. I then went to Engine [REDACTED] and grabbed my helmet and extrication/rescue gloves. My helmet at this time was donned correctly.

Ladder [REDACTED] was staged on the East Side of the Station, with stabilization jacks fully extended, and appeared ready for aerial ladder use. I came out of bay number 1 and noticed the group of 4 guests standing in a semi-circle just South of Ladder [REDACTED]. Pictures were being taken at the

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time and the guests were speaking to Operations Chief [REDACTED] when I noticed Captain [REDACTED] who was wearing his structure helmet and ladder belt correctly, and Engineer [REDACTED] who was wearing his structure helmet correctly. I placed all structure helmets in a straight line on the concrete and handed them out to the guests. I and Engineer [REDACTED] ensured that all four helmets that the guest used were donned correctly. I do recall one guest making the comment "Are all helmets supposed to feel this tight?" I double checked the helmet to ensure that it was sitting on the guest's head correctly; I pulled on the brim to ensure that it would not fall off, and it did not. After ensuring that all helmets were secured correctly, I assisted Captain [REDACTED] with securing the last guest's ladder belt, which fit securely and snug.

I was then instructed by Captain [REDACTED] to assist the guests with climbing the step ladder to gain access to the top of Ladder [REDACTED]. I prepared the step ladder by pulling out the folded step and ensured that it was safe to be climbed. Captain [REDACTED] was the first to climb the step ladder, as he prepared the bucket for the guests. I observed Captain [REDACTED] safely climb the step ladder and open the right door to the bucket. I assisted all guests to the top of Ladder [REDACTED] one by one, at which time Captain [REDACTED] assisted them into the bucket. I observed and overheard Captain [REDACTED] tell each guest that entered the bucket to lock in the ladder belt. Once all guests were in the bucket, I secured the step ladder and stepped back to observe Captain [REDACTED] in the bucket with four guests, Engineer [REDACTED] in the turret and Chief [REDACTED] standing next to me were also observing Ladder [REDACTED] Chief [REDACTED] and I were about 10-15 feet from the ladder.

Captain [REDACTED] ensured that everyone's Ladder Belts were locked in correctly, at which time the intercom between Engineer [REDACTED] and Captain [REDACTED] was activated. Engineer [REDACTED] asked Captain [REDACTED] if he was ready. Captain [REDACTED] told him that they were all set and ready to go. At this time, I was standing to the South of the apparatus as Engineer [REDACTED] extended the Aerial Ladder and bucket to the East. Environmental conditions at the time revealed the weather to be clear skies and hot with adequate natural light. The Ladder was raised to approximately a 40-45 degree angle before being extended. Based on engine noise the ladder did not appear to be in high idle. As the ladder was extended to 70-80 feet, I noticed the fourth section being extended slowly when I heard a loud pop and noticed two cables flying to the East under the ladder towards the bucket. The cables then came back at a very fast speed and hit near the base of the ladder where they rested.

I then witnessed Operations Chief [REDACTED] and Engineer [REDACTED] speaking about coming up with a plan of action to bring the ladder safely down. This took place for approximately 45 seconds to a minute, at which time I witnessed the half extended fourth fly slowly creep then pick up speed. The fourth fly retracted into the third fly, and the third fly into the second fly, at which time the bucket came to an abrupt stop, and I heard a loud crash and witnessed an elderly gentleman ejected from the right bucket door. The bucket door fell to the ground. The elderly gentleman was dangling in mid-air from his ladder belt, and multiple screams were heard. Operations Chief [REDACTED] took off into the bay to activate an emergency response. Engineer [REDACTED] took off up the ladder. I followed Engineer [REDACTED] up the ladder, when on the ladder I witnessed that the rungs were not lined up correctly and that the ladder was not completely seated. On the ladder I witnessed Captain [REDACTED] and Engineer [REDACTED] lifting the elderly gentleman back into the bucket. I was on the ladder when I witnessed Engine [REDACTED] arrive through the South entrance and staged near the Station fuel.

I then relayed to Operations Chief [REDACTED] the injuries of all parties in the bucket and help relay messages up and down the ladder until Captain [REDACTED] was provided a District Portable Radio. After descending the ladder for the first time I brought up two ladder belts for Engineer [REDACTED] and myself. After coming up the Ladder for the second time, Captain [REDACTED] advised that he did not want any more personnel on the ladder. I then descended the ladder and gave my ladder belt to Engineer [REDACTED] who went up the ladder and assisted Captain [REDACTED] with rescuing the victims. From this point forward, I worked under the Command of Captain [REDACTED] who instructed me to set-up medical supplies and draw up medications for victims.

Sincerely,

[REDACTED]
Probationary Firefighter

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

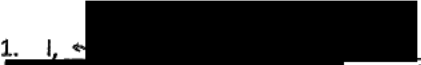
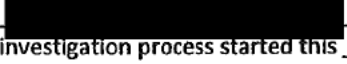
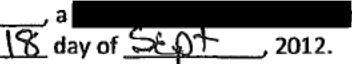
Investigator's Signature

Date

Date

Date

SUPPORT OBSERVER AGREEMENT

1. I, , have agreed to be a Support Observer for  a  employee, throughout the administrative investigation process started this 18 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation

3. I am neither in the chain of command nor under the direct supervision of the above named employee

4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the  District Code of Conduct with respect to any disclosure of information during this investigation.

5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.

6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.

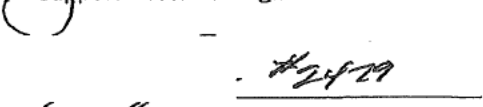
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.

8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.

9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.


Support Observer's Signature


Investigator's Signature

9/18/12
Date

9/18/12
Date

9/18/12 8:135
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]
Age: [REDACTED]
Occupation: Firefighter/Operations Division Chief
Employer: [REDACTED]
Business Address: [REDACTED] Arizona [REDACTED]
Business Telephone: [REDACTED]

SYNOPSIS:

On September 18, 2012, [REDACTED] Arizona Fire District Operations Division Chief [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives [REDACTED] conducted a recorded interview of [REDACTED] Fire District Operations Division Chief [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District, Station [REDACTED] located at [REDACTED] in [REDACTED]. The interview began at approximately 1137 hours and it concluded at approximately 1235 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Chief [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Chief [REDACTED] was asked to read and sign the statement of rights form. Chief [REDACTED] requested a support observer be present during the interview and after his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form. Chief [REDACTED] was asked to read and sign the support agreement form and he agreed to allow [REDACTED] Fire District Recourse Representative [REDACTED] act as his support observer during the interview.

Chief [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Engineer Chief [REDACTED] stated he understood both forms and he did not have any questions regarding either.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Chief [REDACTED] has been employed "full time" by the [REDACTED] Fire District since 1998 and he has a badge number [REDACTED]. Prior to 1998, Chief [REDACTED] was employed by the Rural Metro Fire Department.

On August 15, 2012, the [REDACTED] Fire District was hosting a public relations event called, "dinner with a firefighter" at Station [REDACTED]. Mr. [REDACTED] and Mrs. [REDACTED] were invited guest as part of fund raising event held at the Rotary Club. According to Chief [REDACTED] he is also a member of the same Rotary Club, "they" gave him a hard time and he was told he had to be the cook for the evening.

During further questioning, Chief [REDACTED] stated the fund raising event was a silent auction and the [REDACTED] Fire District chooses six to eight events per year. According to Chief [REDACTED] the dinner with a firefighter event has become a "more popular" auction item and it has assisted in rising "quite a bit" of money. Chief [REDACTED] stated this event is not exclusive to the Rotary Club. They also donate dinners to the "larger" community charitable events.

Chief [REDACTED] obtained the food for the dinner and arrived at the Station at approximately 1530 hours to prepare the food and be present when Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] arrived.

At approximately 1700 hours, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] arrived at Station [REDACTED]. After they arrived, Chief [REDACTED] introduced them to the on duty firefighters, [REDACTED] Fire District Captain [REDACTED] Engineer [REDACTED] and Firefighter [REDACTED]. Chief [REDACTED] stated after some general conversation, they explained the plans for the evening.

Soon thereafter, Firefighter [REDACTED] was assigned to provide a guided tour of the fire station to Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED]. According to Chief [REDACTED] Captain [REDACTED] and Engineer [REDACTED] followed Firefighter [REDACTED] through the tour. During the interview, Chief [REDACTED] stated he thought the tour lasted approximately forty five minutes.

Chief [REDACTED] stated they discussed if the dinner should be started "right then" or if they would allow Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] to ride on the ladder portion of the ladder truck before dinner. Chief [REDACTED] further stated "they" were special guest because Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] are supporters of the [REDACTED] Fire District and they contributed to the purchase of a vehicle. Because of this, they were invited to take a ride on the ladder truck.

Prior to allowing Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] to ride on the ladder truck, Captain [REDACTED] conducted a safety briefing. According to Chief [REDACTED] the safety briefing is conducted from general knowledge and there is no "official" document that denotes what would be discussed during a safety briefing.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Additionally, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were provided with safety equipment (helmet and safety belts). Chief [REDACTED] explained they were told they had to wear the helmets while on the truck and they would be tethered to the platform. According to Chief [REDACTED] prior to Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] entering the platform, the safety equipment was properly fitted to each individual.

As they were being fitted with the safety equipment, Chief [REDACTED] was photographing Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED]. Soon thereafter, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] were assisted into the platform. Before the ladder and platform was moved, Captain [REDACTED] ensured each person was "locked in" (tethered to the platform).

During the interview, Chief [REDACTED] stated before a civilian observer is allowed to ride on a fire apparatus they "should" complete a civilian observer form. To his knowledge, Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] did not complete a civilian observer form prior to their ride on the ladder platform. Additionally, Chief [REDACTED] stated this was an "oversight" and because he was the ranking individual on scene, he accepts the responsibility for this oversight. According to Chief [REDACTED] the ride on the ladder truck was not going to be a part of the evening. Allowing Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] ride on the ladder truck was an after thought while he cooked the dinner.

Engineer [REDACTED] was assigned to control the ladder and platform from the "mid ship" turn table. After the Captain [REDACTED] acknowledged everyone was secured, Engineer [REDACTED] began to very slowly to raise the ladder. Chief [REDACTED] stated the slow speed in which Engineer [REDACTED] raised the ladder was to ensure there was no bounce or recoil in the ladder. Once the ladder was raised to an angle between forty and forty five degrees, Engineer [REDACTED] began to extend the ladder.

Chief [REDACTED] stated he was standing approximately ten feet away from the truck on the driver's side of the truck as the ladder was being raised and extended. He also stated they did not hear any unusual noises coming from the truck. He felt the truck was operating in the same manner as he was familiar with. It was quiet and moving forward with no problems. Once the ladder reached a height between sixty five and seventy five feet they heard a loud "boom" and the cable snapped.

Once the cable failed, Engineer [REDACTED] took his hands off of the controls and stepped back away from the controls. According to Chief [REDACTED] Engineer [REDACTED] asked him what he [REDACTED] wanted him [REDACTED] to do. In an approximate forty five second to one minute time span, Chief [REDACTED] questioned Engineer [REDACTED] if there was a way to lower ladder with the hydraulic system of the ladder. During further questioning, Chief [REDACTED] stated the hydraulic system controlled the up and down movement of the ladder.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

While Chief [REDACTED] and Engineer [REDACTED] were having a discussion, Captain [REDACTED] contacted Engineer [REDACTED] via the truck intercom system. According to Chief [REDACTED] Captain [REDACTED] asked if Engineer [REDACTED] wanted him ([REDACTED]) to take over the controls. Engineer [REDACTED] "quickly" answered Captain [REDACTED] with no (with emphasis on the word no).

During further questioning, Chief [REDACTED] stated, if his memory was accurate, the controls would have to be "switched" to Captain [REDACTED] and that never occurred.

Within seconds after the conversation between Captain [REDACTED] and Engineer [REDACTED] concluded, the ladder came "crashing down." When the ladder came to an abrupt stop, the platform door was knocked off its hinges and Mr. [REDACTED] was partially ejected from the platform. Chief [REDACTED] described this partially ejection as Mr. [REDACTED] feet were on the edge of the platform. From his "view point" Chief [REDACTED] stated it appeared Mrs. [REDACTED] was sitting on top of Mr. [REDACTED]'s feet and holding onto him.

Chief [REDACTED] could not recall if he was on duty the day the ladder truck was delivered by the Sutphen Corporation. According to Chief [REDACTED] a representative from the Sutphen Corporation was going to be at the [REDACTED] Fire District for "several days" after the truck was delivered to provide training. Chief [REDACTED] could not recall if, during the training, there was any discussion about what fail safe operation should occur if a cable broke.

Additionally, Chief [REDACTED] was unaware of any discussion about a fail safe mechanism for the ladder portion of the truck.

During further questioning, Chief [REDACTED] stated in "general terms" he was aware the weight limit for the platform was one thousand pounds without water flowing to the platform. However, talking with individuals having knowledge about aerial apparatus', he has heard a platform can handle more than one thousand pounds. But, they are instructed not to put more than one thousand pounds on the platform. When asked, Chief [REDACTED] stated he knew the exact combined weight of the five people that were in the platform and the exact weight was nine hundred and three pounds. Additionally, Chief [REDACTED] stated he did not feel the weight was a contributing factor in the failure of the pulleys and cables.

Chief [REDACTED] stated he yelled "loudly" and aggressively for Captain [REDACTED] to get Mr. [REDACTED] back into the platform. Chief [REDACTED] did not realize Captain [REDACTED] was injured at the time; however, Captain [REDACTED] grabbed a hold of Mrs. [REDACTED] with one hand and ensured she was secured in the platform.

Without being instructed to do so, Engineer [REDACTED] and Firefighter [REDACTED] climbed the ladder to assist Captain [REDACTED]. Once Engineer [REDACTED] arrived at the platform, Engineer [REDACTED] and Captain [REDACTED] lifted Mr. [REDACTED] back into the platform.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

As Engineer [REDACTED] and Captain [REDACTED] were assisting Mr. [REDACTED] Chief [REDACTED] "stepped" into the vehicle bay. He decided not to report the incident over the radio; however, he placed a telephone call to the [REDACTED] Fire District dispatcher and reported an incident had occurred at Station [REDACTED] and he was requesting additional resources to assist with the incident.

According to Chief [REDACTED] he requested two "engines" (Station [REDACTED]), two ambulances and a medivac helicopter respond to the scene. Chief [REDACTED] stated the dispatcher requested additional information and he told them to start the resources immediately and he terminated the conversation. Chief [REDACTED] stated the [REDACTED] Fire District dispatcher complied with his commands and "launched" the resources.

After his conversation with the dispatcher, Chief [REDACTED] contacted Captain [REDACTED] via a two-way radio. Chief [REDACTED] requested Captain [REDACTED] provide a triage report and according to Chief [REDACTED] Captain [REDACTED] told him there were serious injuries. Captain [REDACTED] also told him all of the injured victims would need to be transported to a hospital.

Soon thereafter, Chief [REDACTED] implemented the [REDACTED] Fire District Incident Command System and he established himself as the incident commander. As Incident Commander, he assigned duties to the responding [REDACTED] Fire District personnel. Additionally, still unaware that Captain [REDACTED] was injured, Chief [REDACTED] assigned him as the extraction coordinator.

As Engine [REDACTED] was arriving, he assigned the company officer ([REDACTED] Fire District Captain [REDACTED]) to be the "medical group." Chief [REDACTED] approached Engine [REDACTED] engineer, [REDACTED] Fire District Engineer and Technical Rescue Technician [REDACTED]. According to Chief [REDACTED] he assigned Engineer [REDACTED] to climb the ladder, confirm the triage report and develop an incident plan on how the rescue would occur.

As Engine [REDACTED] was arriving, Chief [REDACTED] assigned the crew which consisted of [REDACTED] Fire District Captain [REDACTED], Engineer [REDACTED] and Firefighters [REDACTED] and [REDACTED] to support Captain [REDACTED] with the rescue. Chief [REDACTED] assigned Engineer [REDACTED] as the safety officer and told him enforce all regulations for this rescue.

In his mind, Chief [REDACTED] developed an action plan to rescue the injured victims by using another ladder truck. According to Chief [REDACTED] Engineer [REDACTED] contacted him and stated he [REDACTED] concurred with the use of another ladder truck for the rescue. Chief [REDACTED] then requested a ladder truck from the Pascua Yaqui Fire Department respond to the scene to assist with the rescue of the injured victims.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

While waiting for the Pascua Yaqui Fire Department ladder truck to arrive, Chief [REDACTED] decided no other personnel would climb the ladder and no one would be removed from the ladder. He made this decision because he did not know if the ladder was going to move "anymore" and if the ladder moved, it could have caused serious injuries.

Engineer [REDACTED] advised Chief [REDACTED] of victims injuries and some considerations needing to be considered during the rescue. He also requested medical supplies that may be needed to help stabilize the injured. Additionally, Chief [REDACTED] stated Engineer [REDACTED] told him that Mr. [REDACTED] was "pinned" between the wall and frame of the ladder. According to Chief [REDACTED], "brut force" ultimately "won out" and no additional tools were needed to free Mr. [REDACTED]

While waiting for the Pascua Yaqui Fire Department to arrive, Captain [REDACTED] was instructed to, upon the arrival, meet with the Pascua Yaqui Fire Department and brief them. Additionally, Chief [REDACTED] stated while waiting for the Pascua Yaqui Fire Department to arrive, Engineer [REDACTED] advised him that Captain [REDACTED] was also injured.

Additionally, while waiting for the arrival of the Pascua Yaqui Fire Department, Chief [REDACTED] placed numerous telephone calls. He notified [REDACTED] Fire District Fire Chief [REDACTED] and [REDACTED] Fire Department Fire Chief [REDACTED]

According to Chief [REDACTED], he could overhear Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] saying, tell [REDACTED] everything is okay and "stuff" happens.

After the Pascua Yaqui Fire Department arrived, Firefighter [REDACTED] was assigned to be a part of the rescue with a Pascua Yaqui Fire Department "Captain" (Lieutenant [REDACTED]). Chief [REDACTED] stated that each transfer took approximately ten minutes.

After Captain [REDACTED] was lowered to the ground, Chief [REDACTED] met with Captain [REDACTED]. Chief [REDACTED] asked Captain [REDACTED] if he [REDACTED] wanted a team from the [REDACTED] Fire District to notify his wife or if he [REDACTED] wanted to contact his wife. According to Chief [REDACTED], Captain [REDACTED] wife had learned of the incident on Face Book and he [REDACTED] wanted to ensure his wife knew he was okay. Chief [REDACTED] indicated representatives from the [REDACTED] Fire District responded to Captain [REDACTED] residence to provide assistance to Captain [REDACTED] family.

After the rescue of Mr. and Mrs. [REDACTED] and Mr. and Mrs. [REDACTED] and Captain [REDACTED] occurred, they were transported to the University of Arizona Medical Center located at 1509 North Campbell Avenue in Tucson, Arizona.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Soon after concluding his meeting with Captain [REDACTED] Chief [REDACTED] instructed Engineer [REDACTED] to secure the area around the ladder truck and not let anyone into that area. He then instructed Engineer [REDACTED] he wanted himself, Engineer [REDACTED] and Firefighter [REDACTED] separated from the other firefighters and they were moved to the battalion chief's office. Crew members of Engines [REDACTED] and [REDACTED] were instructed to go to the "day room" and wait for further instructions.

After the incident concluded, Chief [REDACTED] requested two battalion chiefs to respond to assist with "district coverage." After [REDACTED] Fire District Battalion Chief [REDACTED] arrived, Chief [REDACTED] turned over incident command to him. Chief [REDACTED] also met with Chief [REDACTED] and was told the Arizona Department of Public Safety would be responding to conduct an investigation.

Soon thereafter, [REDACTED] Fire District Captain [REDACTED] arrived, Chief [REDACTED] Captain [REDACTED], Engineer [REDACTED] and Firefighter [REDACTED] debriefed the situation. According to Chief [REDACTED] during the debriefing, there was no "majorly" discussion about the function of the truck and the discussion were more centered on the "shock" of the incident.

After the debriefing was completed, Chief [REDACTED] was involved with a "question and answer" time with the other crews. He stated the two crews from Stations [REDACTED] and [REDACTED] were relieved from their duties and were replaced with other [REDACTED] Fire District personnel.

After the question and answer session concluded, Chief [REDACTED] and Firefighter [REDACTED], in one vehicle and Engineer [REDACTED] in another vehicle, traveled to the University of Arizona Medical Center. After arriving at the hospital, as a part of procedure, Chief [REDACTED] Captain [REDACTED] Engineer [REDACTED] and Firefighter [REDACTED] submitted to a urine analysis examination.

During the interview, Chief [REDACTED] stated most concerns about maintenance from an engineer would eventually "end up" on his desk. According to Chief [REDACTED] routine maintenance issues about the ladder truck were brought forward to him. He explained during a training exercise, an issue with a hydraulic line, which was not associated with the ladder portion of the truck developed. Additionally, "simple" maintenance issues, for example headlamps, emergency lights and check engine lights were also brought to his attention. All of these issues were repaired.

Chief [REDACTED] further explained "no one" brought to his attention the ladder was not being properly maintained. He also stated he was never advised there was a "grinding" noise heard coming from the ladder and no one brought a safety concern about the ladder forward. Because they have an independent company inspect the ladder, Chief [REDACTED] felt there were no safety concerns for the ladder.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Chief [REDACTED] stated "trucks" have been placed out of service for routine maintenance and he was aware the ladder truck had been placed out of service at various times. On one occasion, the truck received body damage to the "rear end" and the truck was out of service for approximately one month for the repairs. To his knowledge, the truck had never been placed out of service for ladder related issues.

Prior to the failure of the ladder, Chief [REDACTED] felt the engineers were properly trained to maintain the ladder. He also felt if the engineers' training was not adequate, the [REDACTED] Fire District would not have placed the engineers in the position of performing maintenance on the truck. Chief [REDACTED] stated the [REDACTED] Fire District did not have an indication from the Sutphen Corporation engineers could not perform routine maintenance on the ladder. He also indicated the when the truck was delivered the Sutphen Corporation provided training to the engineers on how to maintain the ladder. Chief [REDACTED] further stated there have not been "a lot" of maintenance issues with the ladder.

Chief [REDACTED] identified a company by the name of ASAP Truck, RV and Equipment Repair, Incorporated located at [REDACTED] in Sahuarita, Arizona who performs general engine and transmission related maintenance for the [REDACTED] Fire District. Other maintenance issues that would be related to the pump, hydraulic system and the ladder is handled by the local Sutphen Corporation representative, the United Fire Equipment Company located at 335 North 4th Avenue in Tucson, Arizona.

Chief [REDACTED] stated the [REDACTED] Fire District does not document the actual time the ladder is in use. The truck is equipped with a meter which reflects the hours the "power take off" is engaged. At the time of the failure, the meter reflected approximately three hundred hours of the power take off usage. Chief [REDACTED] "best guess" was that the ladder is extended twice a week. Recently the truck was utilized during an aerial apparatus training course of instruction. During that training, the truck was utilized "six hours a day." Chief [REDACTED] was aware the truck was utilized in the line of duty on one occasion and that was during a rescue.

To his knowledge, the truck has never been exposed to heat, it has never been "over the top" of a burning building, it has never been "rammed" into a building during a ventilation operation. Because of the operation expense, the ladder truck is not utilized very often.

During the interview, Detective Johnson directed Chief [REDACTED] attention to a document entitled "[REDACTED] HOURLY MAINTENANCE SCHEDULE" that was thought to be a policy of the [REDACTED] Fire District. After reviewing the document, Chief [REDACTED] stated document was not a policy. A policy is required to be approved by the [REDACTED] Fire District Board of Directors.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Chief [REDACTED] stated he was aware of other ladder failures with Sutphen fire trucks. Those failures include the Chillicothe, Ohio Fire Department, the Palm Beach County Florida Fire Department, the Bluffton, South Carolina Fire Department (three cable failures) and the Sedona Arizona Fire District.

According to Chief [REDACTED] the "Chief" from the Bluffton Fire Department told him ([REDACTED]), he had read a newspaper article about the [REDACTED] Fire District ladder truck failure. In the article, Mr. Ken Creese, the director of sales and marketing for the Sutphen Corporation was quoted as saying "he had never seen anything like this before." This was found to be an interesting statement, because Mr. [REDACTED] was in the "bucket" of the Bluffton Fire Department ladder truck during one of the failures and this was "videod.".

During the conversation with the Bluffton Fire Department, Chief [REDACTED] was told the first failure was related to a pulley and Sutphen told them (the Bluffton Fire Department) it was their fault. The truck was repaired by Sutphen and after the initial repairs; the Bluffton Fire Department decided all of the maintenance would be performed by Sutphen. Chief [REDACTED] was told the ladder failed two additional times after Sutphen began maintaining the truck.

Chief [REDACTED] was aware that Detective [REDACTED] had reviewed the daily inspection reports while conducting this investigation. Additionally, he was aware Detective [REDACTED] discovered in the daily inspection reports there appeared to be a failure to properly document an inspection was conducted on occasion, an inspection was not completed on occasion or an inspection of the truck was not conducted at all on occasion. Chief [REDACTED] stated he was reviewing the inspection process and he is looking for guidance from the investigation results. He is also looking for guidance from "subject matter experts" to review the form utilized by the [REDACTED] Fire District. Currently, Chief [REDACTED] is developing and implementing accountability changes related to "that."

Chief [REDACTED] stated, while he was a battalion chief, he observed routine maintenance occurring. He felt the [REDACTED] Fire District was lacking in the proper documentation of the routine maintenance and this issue needs to be corrected.

Chief [REDACTED] felt the [REDACTED] Fire District needs to follow the policy of having a civilian observer complete a civilian observer form prior to riding on an apparatus. He also felt the [REDACTED] Fire District should review the policy to see if the civilian observer program should be modified and how the program will be enforced. Chief [REDACTED] explained that he felt "life sometimes dictates" unusual circumstances. For example, when working with law enforcement during a burglary investigation the law enforcement officer wanted to have aerial photographs of the burglar entry point on the roof of a building. The ladder truck was utilized to obtain the aerial photographs and the law enforcement officer was not required to complete a civilian observer form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/01/2012	Sergeant J. Lane, #3759

[REDACTED]

Ladder [REDACTED] incident

August 15, 2012

[REDACTED] AZ. [REDACTED]

Division Chief [REDACTED] Fire District

Background

On the evening of August 15th, 2012, the [REDACTED] Fire District was hosting a public relations event at Fire Station [REDACTED]. The event included four civilian guests, [REDACTED] and [REDACTED] and [REDACTED] and [REDACTED] who were to enjoy an evening at the fire station, which was to include dinner, station tour, and the evening topped off with a ride in the ladder truck to see an aerial view of the community.

Both couples had arrived by 1710 hours and were introduced to the crew and provided a little background information on the station and the plans for the evening. Everyone was very excited and eager to get started with the station tour.

Probationary Firefighter [REDACTED] was assigned to provide a tour of the facilities and begin his tour at around 1715 hrs. A tour of the facility and the various apparatus was provided and questions were answered by FF [REDACTED], Captain [REDACTED], and Engineer [REDACTED]. During the tour, I was working on cooking dinner and taking pictures of our guests.

Incident

At approximately 1745 hours, our guests were invited to take a ride in the aerial bucket and get a view of [REDACTED]. Each of the guests and Captain [REDACTED] were outfitted with the proper safety equipment, which included helmets and ladder belts. Captain [REDACTED] briefed the guests on the importance of the safety equipment and ensured that each guests was properly wearing their safety

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equipment. Captain [REDACTED], Engineer [REDACTED], and FF [REDACTED] assisted the guests into the ladder bucket, and Captain [REDACTED] instructed all of them to lock into the safety rings, inside the bucket, with their ladder belts. Captain [REDACTED] confirmed that everyone was properly locked in and told Engineer [REDACTED] that they were ready to go.

Engineer [REDACTED] had assumed his position on the turnstile, and after confirming that Captain [REDACTED] was ready to go, he began to slowly raise the ladder. The ladder was rising without incident and our guests were enjoying the view. I was taking pictures of the guests from the ground level.

The ladder was being raised in slow idle and at an approximate 40 degree angle. The ladder was extended somewhere between 70-80 feet, when I heard a loud pop. I looked up to see cables dangling from the ladder. Engineer [REDACTED] stepped back from the control panel on the turnstile and immediately looked to me for instructions.

At this time, I moved closer to the turnstile of the truck and began to discuss our options with Engineer [REDACTED]. I asked him if there was a way to bring the boom down safely. Engineer [REDACTED] was thinking about this, when Captain [REDACTED] called on the intercom and asked if he should take over the controls. Engineer [REDACTED] told him no. Very shortly after this, the bucket section of the ladder begins to slide down a few feet, and suddenly and violently came crashing into itself. The fly section of the ladder dropped an estimated 25-30 feet. The whole event, from the time the ladder stopped, the discussion occurred, and the ladder came down, was somewhere between 45-90 seconds.

As the ladder crashed into itself, extremely loud noises could be heard, including screams. I saw the bucket door fall from the bucket and crash to the ground, and I could then see Mr. [REDACTED] dangling upside down from the bucket. From my vantage point, it appeared that Mr. [REDACTED]'s feet were barely on the edge of the bucket, and that his wife [REDACTED] was lying on top of this feet.

At this point, I yelled for Captain [REDACTED] to "get them back in the bucket." Engineer [REDACTED] immediately raced up the ladder, with FF [REDACTED] right behind him. Recognizing I had an urgent rescue situation, I made phone contact with our communications center and advised that I would need an EMS response to the station for a rescue and that I would be assuming Command of a major incident. Time of request for incident was 1756 hours.

From this point forward, the incident became a rescue and EMS operation. The details of these operations are covered in the incident report, [REDACTED]

Items of Note:

Total weight of occupants in bucket was 902 lbs.

██████████ 225 lbs

██████████ - 182 lbs

██████████ 195 lbs

██████████ 140 lbs

██████████ 160 lbs

Weather Conditions (Provided my National Weather Service):

1700 hours 96 degrees Dew 57 RH 26. Winds calm.

XXXX KTWC 160725
WRKSTA

KTUS Observations from: Wed Aug 15, 2012

Time	Visby/Wx	Clouds	SLP	Temp	Dew	RH	Wind(MPH)	ASI	APP	PCP
1 AM	10	CLR	077	76	66	71	16004	29.92	----	
2 AM	10	FEW065 SCT110	083	76	66	71	00000	29.94	5003	
3 AM	10	BKN110	091	77	67	71	00000	29.97	----	
4 AM	10	CLR	087	76	68	76	13005	29.95	----	0.01
5 AM	10	CLR	086	74	69	84	14007	29.94	0000	
6 AM	10	CLR	088	74	67	78	13004	29.94	----	
7 AM	10	CLR	096	75	67	76	16004	29.95	----	
8 AM	10	CLR	106	78	66	66	00000	29.97	3010	
9 AM	10	CLR	104	83	64	52	00000	29.98	----	
10 AM	10	CLR	102	87	63	44	01004	29.98	----	
11 AM	10	CLR	097	89	62	39	VRB05	29.97	8003	
12 PM	10	CLR	091	91	61	36	VRB04	29.95	----	
1 PM	10	CLR	083	94	61	32	30005	29.93	----	
2 PM	10	CLR	076	96	59	28	36008G17	29.91	8018	
3 PM	10	CLR	064	97	59	27	35010G16	29.88	----	
4 PM	10	CLR	059	96	57	26	30010G19	29.86	----	
5 PM	10	CLR	060	96	57	26	33014	29.86	6016	
6 PM	10	CLR	060	93	58	30	33014	29.86	----	
7 PM	10	CLR	073	91	59	33	31012	29.89	----	
8 PM	10	SCT120	079	90	59	34	32008	29.91	3017	
9 PM	10	CLR	090	90	58	33	23003	29.96	----	
10 PM	10	CLR	102	83	64	52	17010G17	29.98	----	
11 PM	10-RA	CLR	104	79	67	66	16009	29.98	1022	
12 AM	10-RA	BKN120	119	76	67	73	15017	30.03	----	

Dew Point	Highest = 69	Lowest = 57	Average = 63.0
Relative Humidity	Highest = 84	Lowest = 26	Average = 51.0
Pressure	Highest = 30.03	Lowest = 29.86	Average = 29.9

	1	2	3	4	5	6	7	8	9	10	11	12
AM	76	76	77	76	74	74	75	78	83	87	89	91
PM	94	96	97	96	96	93	91	90	90	83	79	76

##

0815
CONNECTED TO TUCSON INTERNATIONAL ARPT(TUS)

CMD>DAILY 0815 0815
LISTING DAILYS FROM: 08/15/2012 THRU 08/15/2012

DAILY SUMMARY FOR 08/15/12

24 HR MAX TEMP (F):	98	LATEST DAY MAX TEMP (0700-1900 LST):	98
24 HR MAX TEMP TIME (LST):	1520	LATEST NIGHT MIN TEMP(1900-0800 LST):	74
24 HR MIN TEMP (F):	74		
24 HR MIN TEMP TIME (LST):	0610	SKY COVER MID-MID (TENTHS):	N
24 HR AVG TEMP (F):	86	SKY COVER SR-SS (TENTHS):	N
DEPART FROM NORMAL:	+1		
		TOTAL SUNSHINE (MINUTES):	N
HEATING DEGREE DAYS:	0	TOTAL SUNSHINE (HOURS):	N
COOLING DEGREE DAYS:	21	PERCENT POSSIBLE SUNSHINE:	N
		CHARACTER OF SUNRISE:	
PEAK WIND SPEED (MPH):	98	CHARACTER OF SUNSET:	
PEAK WIND DIR (DEG):	110	WEATHER (CODE):	
PEAK WIND TIME (LST):	2307		
FASTEST 2MIN SPEED (MPH):	22		
FASTEST 2MIN DIR (DEG):	140		
FASTEST 2MIN TIME (LST):	2351		
AVERAGE WIND SPEED (MPH):	7.4		

DAILY PRECIPITATION SUMMARY FOR 08/15/12

24 HR PRECIPITATION (IN): 0.01
24 HR SNOWFALL (IN): N
SNOW DEPTH (IN): N

HOURLY INCREMENTAL PRECIPITATION VALUES (IN):

0059	0.00	1259	0.00
0159	T	1359	0.00
0259	0.00	1459	0.00
0359	0.01	1559	0.00
0459	0.00	1659	0.00
0559	0.00	1759	0.00
0659	0.00	1859	0.00
0759	0.00	1959	0.00
0859	0.00	2059	0.00
0959	0.00	2159	0.00
1059	0.00	2259	T
1159	0.00	2359	T

DAILY PRESSURE SUMMARY FOR 08/15/12

HOURLY STATION PRESSURE VALUES:

1153Z 27.270
1753Z 27.290
2353Z 27.190
0553Z 27.305

AVERAGE STATION PRESSURE: 27.265

MINIMUM SEA LEVEL PRESSURE: 29.69
TIME OF OCCURRENCE: 1637

DAILY LISTING COMPLETE, 1 DAILY(S) LISTED.

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as a basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

9/18/12
Date

9/18/12
Date

9/18/12 1019
Date

24/99
Investigator's Signature

SUPPORT OBSERVER AGREEMENT

1. I, [REDACTED], have agreed to be a Support Observer for [REDACTED], a [REDACTED] Fire District employee, throughout the administrative investigation process started this 18 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [REDACTED] Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[REDACTED]
Support Observer's Signature

[REDACTED]
Investigator's Signature

9/18/12
Date

9/18/12
Date

9/18/12 1019
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter/Captain

Employer:

[REDACTED] Fire District

Business Address:

Business Telephone:

SYNOPSIS:

On September 18, 2012, [REDACTED] Arizona Fire District Captain [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Captain [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED]. The interview began at approximately 1015 hours and it concluded at approximately 1030 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Captain [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Captain [REDACTED] was asked to read and sign the statement of rights form. Captain [REDACTED] requested a support observer be present during the interview and after her request, she was provided with a [REDACTED] Fire District Support Observer Agreement form. Captain [REDACTED] was asked to read and sign the support agreement form and agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Captain [REDACTED] was asked if she had any questions regarding the statement of rights and/or the support observer agreement. Captain [REDACTED] stated she understood both forms and she did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Captain [REDACTED] has been employed by the [REDACTED] Fire District since 2001. She explained she was employed by the Rural Metro Corporation in 1994 and she has worked in the [REDACTED] area since that time. Captain [REDACTED] has a badge number of [REDACTED] and she is assigned to Station [REDACTED] located at [REDACTED].

On August 15, 2012, Captain [REDACTED] was on duty. The on duty crew consisted of Captain [REDACTED] Fire District Engineer [REDACTED] Firefighter [REDACTED] and Firefighter [REDACTED]. She was unsure of the exact time, but felt around "dinner time" her station was notified by [REDACTED] Fire District dispatcher of an emergency medical call. Her station was instructed to respond to Station [REDACTED]. According to Captain [REDACTED], Engine [REDACTED] from Station [REDACTED] was also requested to respond.

While en route to Station [REDACTED] Captain [REDACTED] questioned if their response should be with emergency lights and siren activated. Captain [REDACTED] could not recall exactly who advised them to respond with their emergency lights and siren activated; however, after receiving an affirmative answer to her question, Engine [REDACTED] responded to the scene with the emergency lights and siren.

While en route to the scene, Captain [REDACTED] recalled over hearing [REDACTED] Fire District Operations Chief [REDACTED] request the [REDACTED] Fire District dispatcher have a ladder truck from the Pascua Yaqui Fire Department respond to the scene. She also over heard Chief [REDACTED] request a medivac helicopter and additional resources (man power and ground ambulances) respond to the scene.

Soon thereafter, Captain [REDACTED] requested an update from Chief [REDACTED]. According to Captain [REDACTED] she was told Chief [REDACTED] would provide her with updated information once she arrived at the scene.

As Engine [REDACTED] approached the scene, Chief [REDACTED] assigned Captain [REDACTED] to be in charge of the medical care of the injured victims. Additionally, she was told to stage Engine [REDACTED] in the vehicle bay of Station [REDACTED]. Captain [REDACTED] also stated Chief [REDACTED] said he had a special assignment for Engineer (Technical Rescue Technician) [REDACTED]. According to Captain [REDACTED] Engineer [REDACTED] was the engineer assigned to Engine [REDACTED].

After she arrived at the scene, Captain [REDACTED] met with Chief [REDACTED]. Captain [REDACTED] stated while meeting with Chief [REDACTED] she noticed the [REDACTED] Fire District ladder truck and observed "several people" in the "bucket" (platform). She recalled seeing [REDACTED] Fire District Engineer [REDACTED] on the ladder; however, she could not recall if he was going up or coming down the ladder at the time. She also noticed cables were hanging down from the ladder.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

According to Captain [REDACTED] Chief [REDACTED] advised her there had been a catastrophic failure of the ladder; there were either four or five patients in the platform. At the time Chief [REDACTED] provided Captain [REDACTED] with the briefing, they were unaware if [REDACTED] Fire District Captain [REDACTED] who was also in the platform was injured or not.

Chief [REDACTED] also advised her of the medical resources that were responding to the scene. Chief [REDACTED] then assigned Captain [REDACTED] and the crew from Station [REDACTED] to coordinate the "transport" of the injured victims.

Captain [REDACTED] stated Engineer [REDACTED] went with Chief [REDACTED] and she instructed two members (Firefighters [REDACTED] and [REDACTED] of her crew to set up medical equipment for the victims. Captain [REDACTED] recalled the medics assisting the injured victims in the platform had requested medical supplies and she requested one of her crew members to deliver the supplies.

Soon thereafter, Captain [REDACTED] met with the Pima County Sheriff's Office who assisted with establishing a landing zone for the medivac helicopter on La Canada Drive.

Captain [REDACTED] requested Firefighter [REDACTED] contact the University of Arizona Medical Center in Tucson, Arizona and advise them multiple patients would be en route. Once the helicopter and ground ambulances arrived, Captain [REDACTED] assigned a patient to each.

After the Pascua Yaqui Fire Department ladder truck arrived, Captain [REDACTED] instructed the ladder truck to be staged south of the [REDACTED] Fire District ladder truck.

During the interview, Captain [REDACTED] stated she talked to Engineer [REDACTED]. According to Captain [REDACTED] Engineer [REDACTED] told her it was the "loudest pop" he had ever heard and the ladder "just came down" toward him.

Captain [REDACTED] stated the equipment she had available at the time of the incident was adequate enough to perform her assigned duties on the day of the incident. Captain [REDACTED] also felt the training that she and other [REDACTED] Fire District personnel had received was adequate to perform their assigned duties during the incident.

Captain [REDACTED] felt all of the [REDACTED] Fire District personnel "handled" the scene "extremely well." They had to "adapt and over come" some very unique circumstances. For example, "so many" patients were in a very confined area. She also praised Chief [REDACTED] for requesting another ladder truck so quickly. Without the second ladder truck, she felt the rescue of the injured victims would have been more difficult and very high risk.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Captain [REDACTED] could not identify any policy or procedure issues that prevented her from performing her assigned duties.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

Employee's Signature

Date

District Representative's Signature

Date

Investigator's Signature

Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter/Engineer/Paramedic

Employer:

Business Address:

Business Telephone:

SYNOPSIS:

On September 20, 2012, [REDACTED], Arizona Fire District Firefighter/Engineer [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED], located at [REDACTED] Arizona. The interview began at approximately 1153 hours and it concluded at approximately 1230 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer [REDACTED] was provided with a Garrity statement of employee rights. After reading the form, Engineer [REDACTED] signed the form and indicated he did not have any questions regarding the form. After being advised he had the right to have a Support Observer present during the interview, Engineer [REDACTED] declined to have a Support Observer present during the interview.

Engineer [REDACTED] has been employed by the [REDACTED] Fire District since 2001; however, he was employed by the Rural Metro Corporation in 1980 and he has been assigned to the [REDACTED] area since that time. Engineer [REDACTED] is also a certified Paramedic. Engineer [REDACTED] is also a certified technical rescue technician. Engineer [REDACTED] has a badge number of [REDACTED]. He is assigned to [REDACTED] Fire District Station [REDACTED] Arizona.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

On August 15, 2012, Engineer [REDACTED] was on duty. The on duty crew consisted of [REDACTED] Fire District Captain [REDACTED] Fire District Firefighters [REDACTED] and [REDACTED] and himself. He was unsure of the exact time, but felt around "dinner time" when his station was notified by [REDACTED] dispatcher of an emergency medical call. His station was instructed to respond to Station [REDACTED]. Engineer [REDACTED] stated the initial information was very "vague" and he was unsure what type of call they were responding too.

Engineer [REDACTED] stated they were unsure if this was a drill or if it was an actual emergency call they were responding too. While en route to Station [REDACTED] questioned if this was an actual emergency situation they were responding too. According to Engineer [REDACTED] they were told this was an actual emergency situation.

As Engine [REDACTED] was approaching Station [REDACTED] "Command" ([REDACTED] Fire District Operations Chief [REDACTED]) advised they were to stage in the vehicle bay. Engineer [REDACTED] was told to report directly to Chief [REDACTED] and the other crew members were assigned medical duties.

Additionally, as Engine [REDACTED] was approaching Station [REDACTED], Engineer [REDACTED] saw the ladder from the [REDACTED] Fire District ladder truck was extended into the air. He also noticed cables hanging from ladder and he "surmised" what had happened. Additionally, Engineer [REDACTED] saw two firefighters outside of the platform and three heads inside the platform.

After arriving at Station [REDACTED], Chief [REDACTED] assigned Engineer [REDACTED] to climb the ladder portion of the [REDACTED] Fire District ladder truck to assist with the injured victims. He was also requested to help develop a "plan" on how to extricate the injured victims. After this request was made, Engineer [REDACTED] "donned" the proper safety belt. According to Engineer [REDACTED] the Station [REDACTED] firefighters who were on the ladder "came down" and he climbed the ladder to assist with the treatment of the injured victims.

Once he arrived at the platform portion of the ladder, he spoke with [REDACTED] Fire District Captain [REDACTED]. According to Engineer [REDACTED] Captain [REDACTED] provided him with a briefing as to what had occurred and the extent of injuries. Additionally, Engineer [REDACTED] and Captain [REDACTED] discussed the "options" they had on the extrication of the victims. At some point, Engineer [REDACTED] was told another ladder truck would be responding to the scene.

Engineer [REDACTED] stated the space on the platform was very limited and two of the victims were sitting on the floor of the platform. He and Captain [REDACTED] attempted to immobilize the injuries on the victims and attempted to make them as comfortable as possible until the second ladder truck arrived.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

During further questioning, Engineer [REDACTED] stated the platform was deformed from the ladder failure. He did not notice any of the injured victims being trapped in place by the deformity. Engineer [REDACTED] indicated, as he attempted to "get footing," he kicked out one of the panels of the platform so he could stand on the ladder below the platform.

After the Pascua Yaqui Fire Department ladder truck arrived and was set up, the victims that could stand were evacuated first. According to Engineer [REDACTED] as the victims were being transferred to the Pascua Yaqui Fire Department ladder truck, the victims' safety belts were attached to the rescue platform.

Engineer [REDACTED] stated once the rescue of the four civilians and Captain [REDACTED] had occurred, he and the other Station [REDACTED] crew members were released from the scene and allowed to return to their "quarters."

Detective Johnson explained while conducting this investigation, he had reviewed the daily/weekly truck check (inspection) sheets. During the review, he had found, on one hundred and nine occasions, either an inspection was not completed or the truck was not inspected at all.

During the interview, Engineer [REDACTED] was asked if he was considered to be a float engineer for the [REDACTED] Fire District. Engineer [REDACTED] stated on occasion he had floated to other fire stations as an engineer; however, for the most part he has been temporarily assigned to other fire stations as an acting captain. Engineer [REDACTED] stated he could not recall ever being assigned to the ladder truck when an inspection was required to be completed.

Throughout his career, Engineer [REDACTED] has attended numerous aerial apparatus operator training. He has also attended and successfully completed training that allows him to be an evaluator through the Texas A&M University.

When asked, Engineer [REDACTED] stated he was "sure" he had completed an inspection of the ladder truck. However, he has been assigned to Station [REDACTED] as an acting captain and not as an engineer actually assigned to the ladder truck.

After the [REDACTED] Fire District took delivery of the ladder truck, either "one or two" representatives from the manufacturer, the Sutphen Corporation, provided a "short" training class on the operation of the ladder truck. According to Engineer [REDACTED] the training also included basic maintenance of the truck. Engineer [REDACTED] stated during the initial training, the Sutphen representative did review the grease fittings, the cables and how to adjustment the cables. Engineer [REDACTED] was "sure" the Sutphen representative discussed the time table of how often various components are to be lubricated; however, Engineer [REDACTED] stated the time table is listed in the ladder truck Operator and Service Manual.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] was also "sure" the Sutphen representative explained how much drop there was to be in the cables. The Sutphen representative also demonstrated how to adjust the cables.

Engineer [REDACTED] stated he has experience as a pilot, and with that type of experience, you do everything from a check list and nothing is done from memory. He felt an inspection of the ladder truck should also be conducted utilizing a check list. Engineer [REDACTED] was unaware of who at the [REDACTED] Fire District developed their check list, but he thought the check list was developed from the Operator and Service Manual.

Based on his knowledge and mechanical abilities Engineer [REDACTED] would feel comfortable in lubricating the pulleys and the cables. Other than the initial familiarization training, Engineer [REDACTED] could not recall ever adjusting the cables. Additionally, Engineer [REDACTED] stated he had never lubricated the pulleys.

As far as the rescue is concerned, Engineer [REDACTED] felt the equipment he utilized during the rescue functioned properly. He also felt the training he has received was adequate enough to perform his duties on the day of the incident.

He was unable to identify any policy or procedure issue during the incident.

As far as the ladder truck is concerned, Engineer [REDACTED] stated he felt the training he had received was adequate enough to properly operate and maintain the ladder truck. However, he felt since he has not been assigned to the truck on a regular basis, he would not feel comfortable in lubricating and making adjustments on the truck without referring to the manual.

Engineer [REDACTED] was aware that there are numerous reasons why an inspection of the truck may not be completed or conducted. He thought there was no question that the [REDACTED] Fire District needed to do a "better job" in documentation. He felt a possible solution could be "something as simple as a white board" in the vehicle bay reflecting when the last time the pulleys were lubricated, the cables were adjusted or when repairs were made.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759

TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the

National Board on Fire Service Professional Qualifications

Hereby certifies



as

Fire Apparatus Driver/Operator: Aerial

(NFPA 1002 2003 Ed.)

September 18, 2008



8/27/2008

STATEMENT OF RIGHTS

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1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

9-18-2012
Date

9/18/12
Date

#2479
Investigator's Signature

9-18-2012 1354
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter/Captain

Employer:

Business Address:

Business Telephone:

SYNOPSIS:

On September 18, 2012, [REDACTED] Arizona Fire District Captain [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Captain [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012 and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED] [REDACTED] Arizona. The interview began at approximately 1356 hours and it concluded at approximately 1405 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Captain [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Captain [REDACTED] was asked to read and sign the statement of rights form. Captain [REDACTED] requested a support observer be present during the interview and after his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form. Captain [REDACTED] was asked to read and sign the support agreement form. He agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Captain [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Captain [REDACTED] stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Captain [REDACTED] has been employed by the [REDACTED] Fire District for approximately ten years and he has a badge number of [REDACTED].

On August 15, 2012, Captain [REDACTED] was on duty and assigned to [REDACTED] Fire District Station [REDACTED]. On August 15, 2012, Station [REDACTED] was manned by Captain [REDACTED] Engineer [REDACTED] and Firefighters [REDACTED] and [REDACTED].

Captain [REDACTED] stated Fire Station [REDACTED] received a dispatch request to respond to [REDACTED] Fire District Station [REDACTED]. Captain [REDACTED] stated the initial information provided about the call at Station [REDACTED] was for an unknown medical emergency.

After leaving Station [REDACTED] Captain [REDACTED] and Engine [REDACTED] responded to Station [REDACTED] with emergency lights and siren activated. As Engine [REDACTED] was en route to Station [REDACTED] Fire District Operations Division Chief [REDACTED] advised Captain [REDACTED] Engine [REDACTED] was to enter Station [REDACTED]'s south entrance and stage near the "gas pumps."

As Engine [REDACTED] entered the southeast parking lot of Station [REDACTED] Captain [REDACTED] and the crew of Engine [REDACTED] noticed the ladder truck with three individuals standing in the "bucket" (platform). Soon thereafter, Captain [REDACTED] noticed a metal door from the platform was on the ground and the cables from the ladder were "hanging down."

After arriving, Captain [REDACTED] met with Chief [REDACTED]. During this meeting, Engine [REDACTED] was assigned as the rescue/extrication of the five injured victims. Captain [REDACTED] suggested another ladder truck should respond to the scene to assist with the extrication of the injured victims. After a ladder truck from the Pascua Yaqui Fire Department was requested to respond, Captain [REDACTED] and his crew were assigned to coordinate the rescue effort. According to Captain [REDACTED] he and his crew "practiced" on the ground how they would perform the rescue.

After the Pascua Yaqui Fire Department ladder truck arrived, Firefighter [REDACTED] and Pascua Yaqui Fire Department Engineer Michael Toma assisted with the rescue of the victims. Once an injured victim was removed from the [REDACTED] Fire District ladder truck, the victim was lowered to the ground and Firefighter [REDACTED] "assisted" the victim to an ambulance.

Captain [REDACTED] was unable to identify any additional equipment needs during this incident.

Captain [REDACTED] felt the training he has been provided was adequate which allowed him to perform his duties on the day of the incident.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Captain [REDACTED] was unable to identify any policy issue that prevented him from completing his duty assignments on the day of the incident.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. . Johnson	2479		10/23/2012	Sergeant J. Lane, #3759

STATEMENT OF RIGHTS

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1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interview.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

District Representative's Signature

Investigator's Signature

9/20/12
Date

9/20/12
Date

9/20/2012 1101
Date

SUPPORT OBSERVER AGREEMENT

I, [REDACTED], have agreed to be a Support Observer for [REDACTED], a [REDACTED] Fire District employee, throughout the administrative investigation process started this 20 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [REDACTED] Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[REDACTED]
Support Observer's Signature

9/20/12
Date

#1476
Investigator's Signature

9/20/12
Date

9/20/2012 1101
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter/Engineer

Employer:

Business Address:

Business Telephone:

SYNOPSIS:

On September 20, 2012, [REDACTED] Arizona Fire District Firefighter/Engineer [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Firefighter/Engineer [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED]. The interview began at approximately 1105 hours and it concluded at approximately 1121 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Engineer [REDACTED] was asked to read and sign the statement of rights form. Engineer [REDACTED] requested a support observer be present during the interview and after his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form. Engineer [REDACTED] was asked to read and sign the support agreement form and agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Engineer [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Firefighter [REDACTED] stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] has been employed by the [REDACTED] Fire District for approximately ten years and his badge number is [REDACTED]. On the date of the interview, Engineer [REDACTED] was assigned to [REDACTED].

Engineer [REDACTED] stated the [REDACTED] Fire District provided the training for him to become an engineer. The instructor for the training was former [REDACTED] Fire District Battalion Chief [REDACTED]. Engineer [REDACTED] could not recall the exact date of his training; however, he felt it was three or four years prior to the date of the interview. Engineer [REDACTED] stated he did receive a certification for successfully completing the training.

Engineer [REDACTED] stated he did attend an aerial apparatus course of instruction. This training was also provided by the [REDACTED] Fire District. However, the training was instructed by the Tucson, Arizona Fire Department. According to Engineer [REDACTED], the training consisted of generalized operation of the aerial apparatus.

Engineer [REDACTED] stated he had not received any specialized maintenance training for the [REDACTED] Fire District ladder truck. The maintenance training he did receive was by following [REDACTED] Fire District Engineer [REDACTED] as he inspected the ladder truck. Engineer [REDACTED] stated during the inspections they would check for any obvious defects on the ladder and the ladder beams. They would lubricate the beams and the pulleys. Engineer [REDACTED] indicated the training did not "go too far" past that information. Engineer [REDACTED] recalled being told if a defect with the cable was discovered, he was to "say something about it" and place the truck out of service.

According to Engineer [REDACTED], he was told in order to check the cables he was to extend the ladder and to look for obvious defects. He was to ensure the cables were not sagging; however, he was not provided with specific information about the proper tension of the cables. He was instructed to pull on the cable to see if the cable was too loose. When he pulled on the cables, Engineer [REDACTED] stated the cables did not appear to be too loose or too tight. Engineer [REDACTED] stated he did not see Engineer [REDACTED] adjust the cables of the ladder.

Engineer [REDACTED] was told the pulleys needed to be lubricated and he had observed Engineer [REDACTED] lubricate the pulleys; however, he was unaware if he had lubricated all of the pulleys on the ladder. During further questioning, Engineer [REDACTED] could not recall exactly how often Engineer [REDACTED] lubricated the pulleys. Engineer [REDACTED] stated he did not lubricate the pulleys of the ladder.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] stated, with the training he has received to date, he would feel comfortable in lubricating the pulleys of the ladder truck. However, because he has not received training in how to make adjustments to the cables and he has not watched anyone adjust the cables, he would not feel comfortable in making adjustments to the cables. Additionally, based on the training he had received to date, he would not be comfortable in maintaining the ladder truck.

Engineer [REDACTED] felt there are [REDACTED] Fire District personnel who are mechanically inclined and can "fix anything." There are also personnel who are not mechanically inclined and there is an imbalance because of this. To avoid this issue, he felt it "would be good" to have a trained mechanic perform the cable adjustments and lubricate the pulleys.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/25/2012	Sergeant J. Lane, #3759

SUPPORT OBSERVER AGREEMENT

1. I, [REDACTED], have agreed to be a Support Observer for [REDACTED], a [REDACTED] Fire District employee, throughout the administrative investigation process started this 20 day of SEPT, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [REDACTED] Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[REDACTED]
Support Observer's Signature

[REDACTED]
Investigator's Signature

9/20/2012
Date

9/20/12
Date

9/20/12 1124
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter

Employer:

Business Address:

Business Telephone:

SYNOPSIS:

On September 20, 2012, [REDACTED], Arizona Fire District Firefighter [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Firefighter Salvadore [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED]. The interview began at approximately 1125 hours and it concluded at approximately 1132 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Firefighter [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Firefighter [REDACTED] was asked to read and sign the statement of rights form. Firefighter [REDACTED] requested a support observer be present during the interview and after his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form. Firefighter [REDACTED] was asked to read and sign the support agreement form and agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Firefighter [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Firefighter [REDACTED] stated he understood both forms and she did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Firefighter [REDACTED] has been employed by the [REDACTED] Fire District for over two years and he has a badge number of [REDACTED]. He is also a certified paramedic.

On August 15, 2012 Firefighter [REDACTED] was on duty and stationed at [REDACTED] Fire District Station [REDACTED]. Firefighter [REDACTED] recalled the station crew, which consisted of Captain [REDACTED] Engineer [REDACTED] Firefighter [REDACTED] and himself, was eating dinner when they received a request for assistance at the [REDACTED].

As they were en route to Station [REDACTED], Engine [REDACTED] was provided with updated information and instruction on where to stage from [REDACTED] Fire District Operations Division Chief [REDACTED].

According to Firefighter [REDACTED], once they arrived on scene, Captain [REDACTED] contacted Chief [REDACTED] and received their assignment. Soon thereafter, Captain [REDACTED] advised the Engine [REDACTED] crew they would be in charge of extrication of the injured victims. Firefighter [REDACTED]'s duties were to assist with the transfer of the victims from one aerial apparatus to another. This investigation revealed the [REDACTED] Fire District had requested the assistance of another ladder truck and the Pascua Yaqui Fire Department responded to the call for assistance.

Firefighter [REDACTED] stated after he arrived at the scene, he observed the ladder portion of the [REDACTED] Fire District ladder extended into the air. He noticed a door from the platform portion on the ground and cables dangling from the ladder.

Initially, Firefighter [REDACTED] and Firefighter [REDACTED] were assigned to the transfer of the victims. According to Firefighter [REDACTED] they practiced the transfer procedure before the Pascua Yaqui Fire Department ladder truck arrived on scene.

At some point, due to familiarity with the Pascua Yaqui Fire Department ladder truck, a decision was made that one of the Pascua Yaqui Fire Department "operators" would assist with the transfer operation. After the Pascua Yaqui Fire Department arrived on scene, Firefighter [REDACTED] assisted with the transfer of the injured victims from the [REDACTED] Fire District ladder truck, to the Pascua Yaqui Fire Department ladder truck and then to the ground. He then handed the victims off to the awaiting emergency medical crews. Soon thereafter, Firefighter [REDACTED] concluded his involvement with the incident.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

District Representative's Signature

Investigator's Signature

Date

Date

Date

SUPPORT OBSERVER AGREEMENT

I, [REDACTED], have agreed to be a Support Observer for [REDACTED] Fire District employee, throughout the administrative investigation process started this 20 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [REDACTED] Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[REDACTED]
Support Observer's Signature

#2419
Investigator's Signature

9/20/12
Date

9/20/12
Date

9/20/12 10:15
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation: [REDACTED]

Firefighter

Employer: [REDACTED]

Business Address: [REDACTED]

Business Telephone: [REDACTED]

SYNOPSIS:

On September 20, 2012, [REDACTED] Arizona Fire District Firefighter [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Firefighter [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED]. The interview began at approximately 1016 hours and it concluded at approximately 1024 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Firefighter [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Firefighter [REDACTED] was asked to read and sign the statement of rights form. Firefighter [REDACTED] requested a support observer be present during the interview and after his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form. Firefighter [REDACTED] was asked to read and sign the support agreement form and agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Firefighter [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Firefighter [REDACTED] stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Firefighter [REDACTED] has been employed by the [REDACTED] Fire District for approximately five months and he has a badge number of [REDACTED]

On August 15, 2012, Firefighter [REDACTED] was on duty and stationed at [REDACTED] Fire District Station [REDACTED]. Firefighter [REDACTED] recalled the station crew on duty at the time consisted of Captain [REDACTED], Engineer [REDACTED], Firefighter [REDACTED] and himself. According to Firefighter [REDACTED] they received a request for assistance at the [REDACTED] Fire District Station [REDACTED].

As engine [REDACTED] was arriving at Station [REDACTED], Firefighter [REDACTED] saw the ladder portion of the [REDACTED] Fire District ladder truck was extended into the air.

After Engine [REDACTED] arrived at the scene, they were staged near the fuel facility and according to Firefighter [REDACTED] they were assigned to assist with the extrication of the injured victims. At some point, Firefighter [REDACTED] was told the Pascua Yaqui Fire Department would be responding to assist with the rescue of the injured victims. Soon after being told this, Firefighter [REDACTED] located himself at the front of Station [REDACTED] and waited until the Pascua Yaqui Fire Department arrived.

After the Pascua Yaqui Fire Department arrived, Captain [REDACTED] and Firefighter [REDACTED] directed them where to stage. According to Firefighter [REDACTED] soon thereafter, he donned an aerial safety harness to assist with the extrication of the injured victims. Firefighter [REDACTED] was then told he was going to assist the victims off of the Pascua Yaqui Fire Department platform and take them over to the medical crew. Firefighter [REDACTED] also assisted with loading one of the victims onto the medivac helicopter.

Firefighter [REDACTED] felt the training he had been provided was adequate for the incident he encountered on August 15, 2012.

Firefighter [REDACTED] stated his equipment functioned properly and he was unable to identify any issues with his assigned equipment.

Firefighter [REDACTED] was unable to identify any policy or procedure issues which caused him concern during the incident.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/29/2012	Sergeant J. Lane, #3759

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. _____
2. I have the right to be informed of the any and all allegations involved. _____
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. _____
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. _____
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. _____
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. _____
7. As a District employee, I am required to answer questions related to this incident. _____
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. _____

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

District Representative's Signature

Investigator's Signature

Date

Date

Date

SUPPORT OBSERVER AGREEMENT

I, [REDACTED], have agreed to be a Support Observer for [REDACTED], a [REDACTED] District employee, throughout the administrative investigation process started this 18 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [REDACTED] Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

Investigator's Signature

Date

Date

Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter/Paramedic

Employer:

Business Address:

Business Telephone:

SYNOPSIS:

On September 18, 2012, [REDACTED] Fire District Firefighter/Paramedic [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Firefighter/ Paramedic [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the [REDACTED], Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at [REDACTED] Fire District Station [REDACTED] located at [REDACTED] Arizona. The interview began at approximately 1043 hours, and it concluded at approximately 1052 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Firefighter/Paramedic [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Firefighter/Paramedic [REDACTED] was asked to read and sign the statement of rights form. Firefighter/Paramedic [REDACTED] requested a support observer be present during the interview and after his request he was provided with a [REDACTED] Fire District Support Observer Agreement form. Firefighter/Paramedic [REDACTED] was asked to read and sign the support agreement form and agreed to allow [REDACTED] Fire District Human Recourse Representative [REDACTED] act as his support observer during the interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/09/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Firefighter/Paramedic [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Firefighter/Paramedic [REDACTED] stated he understood both forms and he did not have any questions regarding either form.

At the time of the interview, Firefighter/Paramedic [REDACTED] had been employed by the [REDACTED] Fire District for approximately two years and he has a badge number of [REDACTED]. His job title was that of a firefighter/paramedic. On August 15, 2012, Firefighter/Paramedic [REDACTED] was assigned to [REDACTED] Fire District, Station [REDACTED] Arizona.

Firefighter/Paramedic [REDACTED] recalled on August 15, 2012, at "around dinner time," he and other [REDACTED] Fire District personnel received a request to respond to [REDACTED] Fire District Station [REDACTED] for an emergency medical incident. Firefighter/Paramedic [REDACTED] stated there was no clarification as to what the emergency medical incident was.

Initially, [REDACTED] Fire District Engine [REDACTED] did not respond with emergency lights or siren activated because they did not know if this was an actual emergency or if it was some sort of drill. Firefighter/Paramedic [REDACTED] stated [REDACTED] Fire District Captain [REDACTED] asked the [REDACTED] Fire District dispatcher for clarification as to the nature of the call and if the call was an emergency situation.

Soon thereafter, Firefighter/Paramedic [REDACTED] overheard [REDACTED] Fire District Operations Chief [REDACTED] ask for a medivac helicopter to respond and requested additional emergency personnel to respond. Firefighter/Paramedic [REDACTED] stated after hearing this information, they realized this was an emergency situation, it was not a drill and they began responding with their emergency lights and siren activated.

Firefighter/Paramedic [REDACTED] believed Engine [REDACTED] and Engine [REDACTED] arrived at Station [REDACTED] approximately the same time. Engine [REDACTED] was positioned and staged in the front bay and upon their arrival; members of Engine [REDACTED] were assigned to handle the medical treatment of the injured.

Firefighter/Paramedic [REDACTED] noticed upon their arrival, there were a lot of people "going around" and the scene was chaotic. Firefighter/Paramedic [REDACTED] also noticed the door of the "ladder bucket" was on the ground, the cable had "snapped" and people were in the bucket (platform).

Firefighter/Paramedic [REDACTED] assisted Captain [REDACTED] with the staging of the responding emergency medical personnel. He recorded what units were on scene and what patients were being cared for by those units. Additionally, Firefighter/Paramedic [REDACTED] recorded what emergency units were leaving the area and monitored the radio for emergency traffic for Captain [REDACTED].

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/09/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Firefighter/Paramedic [REDACTED] assisted with removing patients from the Pascua Yaqui Fire Department ladder truck; however, he did not provide medical care to the injured patients.

Firefighter/Paramedic [REDACTED] stated he felt the equipment provided to him during this incident performed adequately and he had sufficient equipment to perform his duties properly. Firefighter/Paramedic [REDACTED] felt his training as a paramedic was adequate enough to perform his duties during the incident. He also felt the established policies and procedures did not conflict with his ability to perform his duties during the incident.

For further details regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/09/2012	Sergeant J. Lane, #3759

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

District Representative's Signature

Investigator's Signature

Date

Date

Date

[REDACTED]

[REDACTED]

OBSERVER AGREEMENT

1. I, [REDACTED], have agreed to be a Support Observer for [REDACTED] a [REDACTED] Fire District employee, throughout the administrative investigation process started this 18 day of Sept, 2012.
2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [REDACTED] Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[REDACTED]

Support Observer's Signature

[Signature]
Investigator's Signature

9-18-12
Date

9/18/12
Date

9/18/12 1102
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation: [REDACTED]

Firefighter

Employer: [REDACTED]

Business Address: [REDACTED]

Business Telephone: [REDACTED]

SYNOPSIS:

On September 18, 2012, [REDACTED] Fire District Firefighter [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Firefighter [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the [REDACTED] Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012 and the maintenance of the platform apparatus.

The interview was conducted at [REDACTED] Fire District Station [REDACTED] Arizona. The interview began at approximately 1102 hours and it concluded at approximately 1116 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Firefighter [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Firefighter [REDACTED] was asked to read and sign the statement of rights form. After reading the form, Firefighter [REDACTED] signed the form and indicated he did not have any questions regarding the form. Firefighter [REDACTED] requested a support observer be present during the interview and after his request he was provided with a [REDACTED] Fire District Support Observer Agreement form. Firefighter [REDACTED] was asked to read and sign the support agreement form and agreed to allow [REDACTED] Fire District Human Recourse Representative [REDACTED] to act as his support observer during the interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Firefighter [REDACTED] has been employed by the [REDACTED] Fire District since April of 2012. His badge number is [REDACTED] and he is a certified Emergency Medical Technician. He is stationed at [REDACTED] Fire District Station [REDACTED].

On August 15, 2012 Firefighter [REDACTED] was on duty and stationed at Fire Station [REDACTED]. At around "dinner time," Station [REDACTED] received an emergency medical service call from the [REDACTED] Fire District dispatcher. The request was for Station [REDACTED] to respond to Station [REDACTED]. Initially, Firefighter [REDACTED] and other Station [REDACTED] crew members, which consisted of Captain [REDACTED], Engineer [REDACTED] and Firefighter/Paramedic [REDACTED] thought this was a drill instead of an actual emergency.

According to Firefighter [REDACTED], even though they were asked to respond to the scene with their emergency lights and sirens activated, they still thought this was a drill. While en route to the Station, [REDACTED] Fire District Captain [REDACTED] requested an update regarding the situation at Station [REDACTED]. Captain [REDACTED] was advised she would be provided an update of the situation when Engine [REDACTED] arrived at Station [REDACTED].

As Engine [REDACTED] was responding to the scene, Firefighter [REDACTED] overheard [REDACTED] Fire District, Operations Division Chief [REDACTED] request a medivac helicopter also respond to the scene. Firefighter [REDACTED] stated, after hearing Chief [REDACTED] request a helicopter, they realized this was not a drill and an actual medical emergency had occurred at Station [REDACTED].

Engine [REDACTED] was instructed to stage in the bay area of Station [REDACTED], where the ladder truck was normally stowed. As Engine [REDACTED] arrived at Station [REDACTED], Firefighter [REDACTED] noticed [REDACTED] Fire District Firefighter/Paramedic [REDACTED] "doing something" next to the ladder truck.

Chief [REDACTED] "immediately" met Engine [REDACTED] and advised Captain [REDACTED] her crew would be assigned to the medical aspect of this incident. Soon thereafter, Chief [REDACTED] told them there had been a catastrophic failure of the ladder truck and "four or five" patients (victims) were involved in the incident. Firefighter [REDACTED] indicated he was unaware of where the patients were located, but soon realized they were all in the "bucket" (platform) of the ladder truck. Soon after their arrival, Firefighter [REDACTED] noticed a cable was hanging from the ladder truck, the door to the platform was "bent open" and he could see a victim lying on the floor of the platform, looking down toward the firefighters.

Detective Name	ID Number	Location	Date	Supervisor
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ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Soon thereafter, Captain [REDACTED] instructed the Engine [REDACTED] crew members to "stage" medical equipment near the ladder truck and prepare for receiving the patients as they were extricated from the ladder truck. Firefighter [REDACTED] staged medical equipment thirty to forty feet south of the ladder truck. The staged medical equipment included five "spine boards", intravenous fluids, cervical collars and other equipment utilized to immobilize an injured patient. After staging the medical equipment, Firefighter [REDACTED] and other crew members of Engine [REDACTED] waited for a ladder truck from the Pasqua Yaqui, Arizona Fire Department to arrive to perform the extrication of the injured victims.

Approximately thirty minutes later, the Pasqua Yaqui Fire Department arrived at Station [REDACTED]. After the Pasqua Yaqui Fire Department arrived, the ladder truck was staged south of the failed ladder truck and the extrication of the victims began.

After each victim was removed from the [REDACTED] Fire District ladder truck, Firefighter [REDACTED] assisted with securing the patients and he was in charge with ensuring each victim was received by an ambulance crew.

Firefighter [REDACTED] stated the equipment provided to him during the incident was sufficient enough to perform his duties. He was unable to identify any additional equipment which could have assisted him in performing his job duties. Firefighter [REDACTED] stated the equipment he utilized during the incident functioned properly and he was unable to identify equipment issues that prevented him from performing his duties.

Firefighter [REDACTED] felt his training was sufficient to allow him to perform his duties on the day of the incident.

Firefighter [REDACTED] was unable to identify policy or procedure issues that conflicted with his abilities to perform his duties.

For further information regarding this interview, please refer to the audio version of this interview.

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DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Shop Supervisor/Mechanic

Employer:

Business Address:

Business Telephone:

SYNOPSIS:

On October 2, 2012 [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, October 2, 2012, Arizona Department of Public Safety Detective Terry Johnson, #2479, conducted a recorded interview of [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

Note: At the beginning of the interview, Detective Johnson mistakenly stated the interview date was on October 12, 2012.

The interview was conducted at the [REDACTED]. The interview began at approximately 1438 hours and it concluded at approximately 1543 hours. Also present during the interview was the President of [REDACTED]. A complete audio version of this interview will be included with this report.

Mr. [REDACTED] has been employed by the [REDACTED] for approximately four years and his job title is shop supervisor. He has been a mechanic for approximately forty five years with work experience on heavy equipment and "over the road" trucks. Mr. [REDACTED] is a nationally certified Emergency Vehicle Technician and he has held that certification for approximately four and one half years. In order for him to repair Sutphen Corporation fire apparatus', Mr. [REDACTED] has received specialized training from the Sutphen Corporation. According to Mr. [REDACTED] he attended this training because the [REDACTED] knew the [REDACTED] and other local fire departments were purchasing Sutphen vehicles.

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DR NUMBER: [REDACTED]

Mr. [REDACTED] stated during the Sutphen training, he was instructed on the time table for lubricating the pulleys. The Sutphen Operator and Service Manual states the ladder pulleys to be lubricated every ten hours or annually, which ever "come first." Mr. [REDACTED] stated the manual is not very "specific" in that wording.

During the interview, Mr. [REDACTED] stated the [REDACTED] "sees" the [REDACTED] Fire District ladder truck on an annual basis. The [REDACTED] services the ladder truck annually under the National Fire Protection Association requirement. According to Mr. [REDACTED] "up to this point" the day to day maintenance has been left up to the [REDACTED] Fire District. The [REDACTED] Fire District utilizes the services of the [REDACTED] only when the ladder truck "breaks down" and for the annual inspection.

Mr. [REDACTED] stated during the annual service, it is a bumper to bumper inspection of the truck. The inspection includes inspecting all components on the truck. During the [REDACTED] inspection, the cables and pulleys are inspected and serviced. He recalled during the 2011 annual inspection, the pulleys were lubricated and the cables were inspected. According to Mr. [REDACTED] in August the truck was due for the 2012 annual inspection.

Mr. [REDACTED] stated according to the Sutphen Corporation, the annual inspection should take approximately twelve hours to complete. However, Mr. [REDACTED] disagreed with this claim and stated it takes more like twenty-two hours to complete an annual inspection. Additionally, Mr. [REDACTED] stated when a ladder truck is brought in for an annual inspection, more than one technician is assigned to the inspection. According to Mr. [REDACTED], "for the most part" they follow a check list when conducting the annual inspection.

According to Mr. [REDACTED] the typical lubricant they use on the pulleys is red in color. During further questioning, Mr. [REDACTED] agreed if the lubricant was not red in color, it meant the lubricant had "been there for a while." Mr. [REDACTED] stated the proper method to lubricate the pulleys is to continue to apply the fresh lubricant until a "slight film" of lubricant starts to develop on the outside of center pins and any excess lubricant is wiped away. Mr. [REDACTED] indicated by lubricating the pulleys in this manner, the old lubricant is pushed out.

Mr. [REDACTED] stated "Sutphen engineering" says "technically" the bearings do not need lubricating. The lubrication is to be more for between the pulley and the "bracket." In Mr. [REDACTED] opinion, he felt there could be a design issue of where the "grease galley" is located in the center pins versus where "they" really want the grease to be. With the current design, the grease galleys are in the bearing area.

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The investigation revealed another company, which was identified as being Diversified Inspections also conducts an annual inspection of the truck. According to Mr. [REDACTED] Diversified Inspections tests the structural aspect of the ladder.

Mr. [REDACTED] recalled on August 16, 2012, he was requested to respond to the [REDACTED] Fire District, Station [REDACTED] Arizona. When he arrived at Station [REDACTED], his attention was directed to the pulleys that possible failed. Mr. [REDACTED] stated in his opinion, just looking at the pulleys, it was obvious there was internal damage to the pulleys. Mr. [REDACTED] explained the axis of the pulleys was "offset" and the center of the pulleys had collapsed "a little bit."

During the interview, Detective Johnson reviewed photographs of the damaged pulleys and cables. Detective Johnson asked Mr. [REDACTED] to explain his comment about the axis of the pulley being offset. According to Mr. [REDACTED] there was between one-half to three-quarters of an inch offset of the center axis of the pin versus the center axis of the pulley.

In a photograph of the pulleys, Mr. [REDACTED] noticed a gap between the pin head and pin. Mr. [REDACTED] stated this would indicate the pin was "gelding itself" and turning. Mr. [REDACTED] stated the pin was designed to be stationary and allow the pulley to turn.

In order to remove the pulley assembly, Mr. [REDACTED] had to utilize hammers to knock the center pins from the pulleys. As he hit the center pins, a black dust (fiber material from the bearing) fell from the pulley assembly. In Mr. [REDACTED] opinion, this black dust was caused by the bearing being damaged.

When asked, Mr. [REDACTED] stated he recalled seeing some lubricant present; however, he did not feel there was adequate lubricant on the pulleys. He also recalled the lubricant that was present on the exterior portion of the pulleys was red and the lubricant on the interior portion of the pulleys was black.

In photographs of the pins that were removed from the pulleys, Mr. [REDACTED] stated with the bearing failure, the pins were rubbing on the inside of the metal pulleys. This caused stress on the pins, which caused the pins to be damaged on one side. Additionally, Mr. [REDACTED] agreed the pins and pulleys became very hot which caused the pulleys to seize. When asked, Mr. [REDACTED] stated the lubricant he did see associated with the disassembly of the pins and pulleys was older lubricant and it appeared the lubricant had been there for a while.

Mr. [REDACTED] stated when the truck was released to the [REDACTED] Fire District after the 2011 annual inspection; the truck was in serviceable condition. The pulleys were inspected and the proper measurements were "in place."

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In review of photographs showing images of the flanges which hold the pulleys in place, Mr. [REDACTED] noticed damage to the flanges which would indicate the pulleys were moving back and forth.

Mr. [REDACTED] agreed the damage to the bearings, pins and pulleys did not occur overnight. Mr. [REDACTED] thought there should have been a noise every time the ladder was extended and retracted. Mr. [REDACTED] described the noise as being metal on metal rubbing.

Mr. [REDACTED] stated he did not see Detective Johnson and [REDACTED] Fire District Captain [REDACTED] insert the grease fitting back into the pin and then force grease through the grease galley. Detective Johnson explained when lubricant was forced through galley a hard dark colored material exited the grease galley. Mr. [REDACTED] agreed this may have been debris caused by the bearing disintegrating and obstructing the grease galley. According to Mr. [REDACTED], dependant upon the type of grease gun being utilized, this debris could have prevented the lubricant from getting to the bearing. Mr. [REDACTED] stated, even with a hand grease gun, sufficient pressure could have been developed to force the debris from the grease galley.

In a photograph of the bracket area where the adjustments of the cables are made, Mr. [REDACTED] stated there should be a total of four cables present in this area. However, in the photograph, only two cables were present and Mr. [REDACTED] stated the extend cables were missing. During the interview, Mr. [REDACTED] stated with the cables failing near the cable adjustment bracket, he felt the ladder was near the maximum extension.

Based on his training and experience, in Mr. [REDACTED] opinion, he felt the failure of the pulleys and cables were possibly the result of two issues. The first could have been the lack of lubrication causing the bearing failure and then possibly someone, unwittingly, adjusting the cables to compensate for the failing pulleys. Mr. [REDACTED] felt the bearings began to fail "considerably earlier" than August 15, 2012. Additionally, Mr. [REDACTED] felt someone who was properly trained would have noticed an issue was developing and/or heard a noise. Secondly, Mr. [REDACTED] felt there may be an issue with the bearing design.

Mr. [REDACTED] was unaware if the Sutphen Corporation had recently changed their design of the bearings. According to Mr. [REDACTED] with the [REDACTED] being an authorized Sutphen service center, they would have received updated information regarding changes. He was also unaware of any shop bulletins or recalls from Sutphen regarding the bearings.

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DR NUMBER: [REDACTED]

Mr. [REDACTED] expressed a concern for the Teflon type bearing utilized in the Sutphen design. Apparently the bearing can not take much of an impact before it starts to "flatten out" on one side or the other. Besides the [REDACTED] Fire District ladder truck, he has only worked on one other Sutphen ladder truck and he has not seen this bearing issue "yet."

During the interview, Detective Johnson reminded Mr. [REDACTED] on August 16, 2012, he had stated that he had "not seen" the [REDACTED] Fire District ladder truck in four months. Mr. [REDACTED] stated he had repaired a leaking relief valve on the ladder.

According to Mr. [REDACTED] no one from the [REDACTED] Fire District approached him and explained they did not have the knowledge to properly lubricate the pulleys or properly adjust the cables of the ladder. Mr. [REDACTED] stated when the [REDACTED] Fire District took delivery of the truck, Sutphen provided extensive training and it was his understanding in part, the training was provided to the engineers at that time. Mr. [REDACTED] was unable to say if that training continued on "correctly."

Mr. [REDACTED] was asked if he would be surprised to learn some of the [REDACTED] Fire District engineers felt they were not adequately trained to lubricate the pulleys. Mr. [REDACTED] stated this would not surprise him; however, it does not take "rocket science" to lubricate a pulley. By nature, firefighters like "things to be clean and shinny" and Mr. [REDACTED] felt "they" might "shirk" that duty.

"Without pointing fingers," Mr. [REDACTED] felt the [REDACTED] Fire District needs to improve their maintenance program. He also agreed with some of the [REDACTED] Fire District engineers who suggested a certified mechanic should be the person who lubricates the pulleys and adjusts the cables. He also felt if "nothing else" a certified mechanic should be utilized as an over sight for the maintenance of the truck.

Mr. [REDACTED] felt with the "low usage" of an apparatus, a department might develop the attitude they do not need the mechanic because of the call load. The less frequently used, the less familiar the department or engineer becomes. He felt the use of an apparatus was important for an engineer in developing their comfort level. This would also provide the engineer with more experience which may assist them to detect any "funny sound" or sound out of the ordinary.

Mr. [REDACTED] stated if every component a fire apparatus has is not tested and inspected on a daily, weekly, monthly and yearly basis, it will not function. He felt for inspection purposes, a "jig" should be developed that would fit over the pulley. This jig would fit over the pulley and would allow a quick visual inspection of the pulley to see if an issue was developing with the pulley.

Mr. [REDACTED] felt the jig should be developed by the Sutphen Corporation and Mr. [REDACTED] felt this should be a service tool provided by the Sutphen Corporation.

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DR NUMBER: [REDACTED]

According to Mr. [REDACTED] the amount of tension or sag in a cable on a Sutphen ladder truck is a "relative term" by their own definition. Even though other manufactures provide a specific (measurement) amount of sag should be in a cable, the Sutphen Corporation has not provided a specific description as of yet. Mr. [REDACTED] stated all he has been told is to not over tighten the cable and to take the sag out of it. Therefore, the amount of tension is open to an individual's interpretation.

Mr. [REDACTED] explained the design of the pulley and cable system on the Sutphen ladder truck is some what complicated. Each set of pulleys and cables interact with each other and each section of the ladder extends and retracts with each other. To ensure each section of the ladder is extending and retracting together is also considered to be a part of the cable adjustment.

Additionally, the fail safe design is in the pulley and cable design. If one cable fails, the other cable is not damaged, then it would act as a fail safe and the ladder would still function. However, in this incident both cables failed.

Mr. [REDACTED] stated "they" (the [REDACTED]) knew the engineers or firefighters took care of small issues but assumed they did all of the "heavy maintenance" on the truck. He said they are unaware if any other company had performed maintenance on the truck.

Mr. [REDACTED] expressed a concern about reported and unreported incidents involving the truck. He explained these incidents as being if the truck was ever used at a fire and was it exposed to excessive heat; or was the ladder ever propped up against a building for support. According to Mr. [REDACTED] these can contribute to the wear of the equipment. Mr. [REDACTED] felt the day checks conducted by the engineers should not have caused the type of wear seen on the bearings, pulleys and pins.

For further information regarding this interview, please refer to the audio version of this interview.

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STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

District Representative's Signature

Investigator's Signature

Date

Date

Date

SUPPORT OBSERVER AGREEMENT

1. [REDACTED], have agreed to be a Support Observer for [REDACTED] Fire District employee, throughout the administrative investigation process started this 20 day of Sept, 2012.
2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [REDACTED] Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[REDACTED]
Support Observer's Signature

[REDACTED]
Investigator's Signature

9-20-12
Date

9/20/12
Date

9/20/12 0819
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]
Age: [REDACTED]
Occupation: Firefighter/Captain
Employer: [REDACTED]
Business Address: [REDACTED]
Business Telephone: [REDACTED]

SYNOPSIS:

On September 20, 2012, [REDACTED] Fire District Captain [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Thursday, September 20, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Captain [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the [REDACTED] Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at [REDACTED] Fire District Station [REDACTED] located at [REDACTED]. The interview began at approximately 0823 hours, and it concluded at approximately 0915 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Captain [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Captain [REDACTED] was asked to read and sign the statement of rights form. Captain [REDACTED] requested a support observer be present during the interview and after his request he was provided with a [REDACTED] Fire District Support Observer Agreement form. Captain [REDACTED] was asked to read and sign the support agreement form and agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Captain [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Captain [REDACTED] stated he understood both forms and he did not have any questions regarding either form.

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J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Captain [REDACTED] has been employed with the [REDACTED] Fire District for approximately nine and one half years. At the time of the interview, his job title was captain and he has a badge number on [REDACTED]. Prior to being promoted to the rank of captain, Captain [REDACTED] held the rank of engineer for the [REDACTED] Fire District for approximately four years.

Detective Johnson explained to Captain [REDACTED] the interview was going to be in reference to his duties as an engineer.

Captain [REDACTED] stated he attended a public safety training academy sponsored by the Pima Community College. Captain [REDACTED] does not attend additional training in order to maintain his certification as a firefighter; however, the [REDACTED] Fire District does "in house" training which follows the National Fire Protection Association guidelines.

To become an engineer for the [REDACTED] Fire District, [REDACTED] received "on the job" training and he "shadowed" the more senior firefighters. When he was allowed to drive an apparatus, he was allowed to drive the apparatus without the emergency lights and siren activated.

"Later" Captain [REDACTED] attended engineer training sponsored by the Tucson (Arizona) Fire Department and received a certification from that training. Captain [REDACTED] stated the [REDACTED] Fire District requires their engineers to have a state of Arizona certification and the training from the Tucson Fire Department was not recognized by the state of Arizona. Because of this, Captain [REDACTED] was required to attend additional engineer training. The additional training was entitled "Texas Engineering Extension Service" and was provided by the Texas A&M University. According to Captain [REDACTED] this training was a nationally and state of Arizona recognized certification program.

Captain [REDACTED] explained the responsibility of an engineer is to ensure the apparatus (fire truck) is "safe" and ready for operation. With the safety of the crew a priority, the engineer drives an apparatus to and from a call. Once the apparatus arrives at a scene, the engineer is responsible for ensuring the apparatus operates properly and assists with the deployment of the necessary equipment.

Through the Texas A&M program, Captain [REDACTED] received driver/operator (engineer) training for an aerial apparatus (ladder truck). At the time of his training, the ladder truck that failed was not in the [REDACTED] Fire District fleet of vehicles. His training was with a different aerial apparatus (an aerial water pump truck); however, Captain [REDACTED] felt the operation with the two apparatus' were similar.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

When the [REDACTED] Fire District purchased the ladder truck, Captain [REDACTED] attended a "two or three" day in-service training with a representative from the manufacturer of the truck, the Sutphen Corporation. Most of the training consisted of driving and operating the apparatus. According to Captain [REDACTED], approximately thirty minutes to an hour of that training was spent on reviewing the maintenance of the truck.

According to Captain [REDACTED] during the training with the Sutphen representative, they were told the truck was very easy to maintain and it does not require an "extensive" amount of maintenance. As far as the ladder was concerned, they would "occasionally" need to grease the "zerk" fittings and a visual inspection the lubricant on the slide portion of the ladder. When metal was seen on the slide of the ladder, they were to apply lubricant to the ladder. During further questioning, Captain [REDACTED] stated the representative did not define what he meant by occasionally the grease zerks. Additionally, Captain [REDACTED] stated they were told by the representative if fresh grease was observed around the joints, then they had "done too much."

During further questioning, Captain [REDACTED] stated the Sutphen representative told them the cables should not be so tight to where there is "no give" to them; however, they should not be so loose to where they are sagging and touching the structure components of the ladder. Additionally, the Sutphen representative did not provide specific details as to what could occur if the cables were not adjusted properly.

The representative also mentioned they would need to check the tension on the cables. Captain [REDACTED] stated the representative told them that after the apparatus was operated once, they "probably" would not need to adjust the cables again. The representative did not provide any "specific parameters" as to the tension of the cables; however, he did say "you want them tight, but not too tight" or not so much sagging in the cables to where they were touching the ladder. Other than the above mentioned maintenance requirements, the representative stated the truck was "relatively maintenance free."

During the interview, Detective Johnson provided Captain [REDACTED] with a representative sample of a document entitled "[REDACTED]". After looking at the form, Captain [REDACTED] stated that he recognized the form. As the interview progressed, Detective Johnson reviewed the document with Captain [REDACTED] and he agreed with the thought process of, if it is not documented then it did not occur. Captain [REDACTED] agreed the check list required the truck to be checked extensively on Wednesdays of each week.

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ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Detective Johnson explained to Captain [REDACTED] that he [REDACTED] conducted a review of the ladder truck check list from since the date of delivery to the [REDACTED] Fire District. The review revealed from the time of delivery, the truck was not completely inspected on at least one hundred and nine different occasions. Additionally, Detective Johnson discovered from April of 2010, through August of 2011, there were fifteen separate occasions where there is no documentation indicating he performed the required check of the truck.

Captain [REDACTED] stated on occasion, he would be temporarily assigned to another fire station and the on duty captain may have not properly documented he [REDACTED] was not at the station on those days. Another cause for the lack of documentation could have been, on the days he was temporarily assigned to another fire station, another engineer would have been responsible for inspecting the truck. In this scenario, he would not have learned the truck was not inspected until the following day shift change. Captain [REDACTED] further explained, there were days when they were busy and they "just didn't get around" to inspecting the truck.

Detective Johnson explained while conducting this investigation, he had learned other engineers felt that they had not been properly trained in greasing various aspects of the truck, others may not feel comfortable in greasing the truck and some may feel it was not their responsibility to grease the truck. This portion of the maintenance should be left up to a mechanic.

Captain [REDACTED] stated since the truck was delivered to the [REDACTED] Fire District he has greased the pulleys (sheaves). During further questioning, he described he utilized a grease gun to grease all of the grease fittings. He further stated he would pump the grease gun handle a couple of times until he felt pressure and he would stop. He would do this because of the information provided to him by the Sutphen representative when the truck was delivered.

Captain [REDACTED] stated on one occasion, he did over fill a grease zerk on the "bucket" (platform). When he noticed this, he wiped the grease away and this was the only time he overfilled a grease zerk. During further questioning, Captain [REDACTED] stated he did not grease the truck "super often" maybe "every couple months" and felt it may have been a "couple" times he actually greased the ladder portion of the truck. Captain [REDACTED] stated because he is not on duty at the same time the other engineers, he had not seen any of the other engineers grease the truck.

The ladder portion of the truck is not used very often for emergency calls. The ladder is extended and retracted on a weekly basis during the weekly check which takes approximately three or four hours to complete. However, the ladder is not being operated for that entire time. Captain [REDACTED] stated there is a meter on the truck which is specific to the time the power take off is engaged. This meter is not an accurate representation of the actual time the ladder is in use.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Before the failure on August 15, 2012, Captain [REDACTED] thought the training he had received either from Sutphen or during in service training was sufficient to properly care for the truck; however, since the failure occurred, he does not feel the training he had received was adequate.

According to Captain [REDACTED] after the failure of the ladder truck occurred, representatives from the Phoenix (Arizona) Fire Department came to the [REDACTED] Fire District (Station [REDACTED]) to look at the truck. While they were looking at the truck, the Phoenix Fire Department representatives pointed out "some issues" with the truck and thought he would have had "no clue" about these issues. The Phoenix Fire Department pointed out how to determine if the cables had been compromised. They showed the [REDACTED] personnel wear marks on the cable which indicated it was dragging on something.

Captain [REDACTED] did not attend the meeting with the Phoenix Fire Department representatives; however, engineers who were present during the meeting relayed the information on to him. According to Captain [REDACTED] the engineers pointed out the issues found by the Phoenix Fire Department to him. The main issue appeared to be a "flat spot" on the cable which appeared to have rubbed "against something." Captain [REDACTED] described this flat spot appeared to be very small, a millimeters in width along the width of the cable and a slight discoloration of the cable.

Captain [REDACTED] stated if he would have seen this during an inspection, he would not have thought a problem would be associated with the cable wear. He further stated he could not "feel anything" and he would have thought it was grease "that got displaced" and he would have never thought the cable was "rubbing" on something. Captain [REDACTED] would have been looking for fractured strands of the cable.

According to Captain [REDACTED] additional information relayed on to him was that the Phoenix Fire Department felt, based on what they saw, the pulleys had been greased properly. Captain [REDACTED] understood the pulleys failed and he learned a "Teflon" bearing was in the pulley. He could not understand why a Teflon bearing would be utilized on a "heavy duty" apparatus.

Captain [REDACTED] stated he had never received any training in how to detect the issues. The training that he received was to perform a visual inspection to see if every thing "looks good." He inspected the truck as he was trained; he walked length of the truck and did not see any issues with the truck.

Captain [REDACTED] stated when he inspected the cable; he would wrap his hand around the cable and pull on it. In Captain [REDACTED] opinion, when he inspected the cables, the cable adjustment was within the specifications provided by the Sutphen representative. The cables were not too tight, there was a "little bit" of tension to the cable and the cables were not sagging to where they were "hitting" anything. Captain [REDACTED] further stated if he would have found the cables needed to be adjusted, he would have documented the issue on the truck check list.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Since being promoted to the rank of captain, Captain [REDACTED] has assisted with the inspection of the ladder truck. However, he could not recall the exact date he assisted with the inspection but felt it was within six months prior to the failure of the ladder. Captain [REDACTED] recalled during the inspection of the truck, he did not see anything that he felt was abnormal. During further questioning, Captain [REDACTED] stated, he did not have the experience with the pulleys or cables to know if the failure could have been caused by the cables being too tight.

With the training he has received to date, Captain [REDACTED] stated he feels confident in lubricating the various aspects of the ladder truck. Only on one occasion was he shown how to adjust the cables and since that time he has never seen a need to adjust the cables. This was because every time he inspected the truck, the cables appeared to have the appropriate tension on them. Additionally, with a lapse of time since he had received training in adjusting the cables, Captain [REDACTED] stated he would not feel comfortable making adjustments to the cables. He would make a recommendation for a "professional" make the cable adjustments because he felt the cable adjustment was above his skill level. Captain [REDACTED] stated that he has not seen anyone adjust the cables on the truck.

Based on the level of training, Captain [REDACTED] felt "people" were doing their job, they were checking the truck on a regular basis, even if it was not checked on a daily basis. Captain [REDACTED] expressed a concern about a possible "design" flaw because there have been other failures with other Sutphen ladder trucks.

During the interview, Detective Johnson directed Captain [REDACTED] attention to a form entitled shop [REDACTED] hourly maintenance schedule. Captain [REDACTED] stated he had seen the document prior to the interview. When asked, Captain [REDACTED] indicated he thought [REDACTED] Fire District Engineer [REDACTED] had prepared the document. According to Captain [REDACTED], a copy of the document was kept with a log book on the ladder truck. Captain [REDACTED] stated he was unaware if all of the engineers knew the form was kept with the truck. Additionally, Captain [REDACTED] stated there was no formal communication that the form existed or where it was kept.

Captain [REDACTED] stated he had looked at the Sutphen Operator and Service Manual. According to Captain [REDACTED], after the ladder truck was delivered, neither the Sutphen representative nor the engineers reviewed the operator's manual together.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Captain [REDACTED] stated that he felt his training was not adequate enough to properly maintain the ladder truck. Captain [REDACTED] stated for future training, he would like to have some of the [REDACTED] Fire District engineers assigned to the ladder truck spend time "shadowing" the Phoenix Fire Department ladder truck specialist. This would allow the engineer(s) to become proficient in the proper maintenance of the ladder truck. Additionally, he thought "specialty" training in the ladder truck for the engineers would be beneficial. This would include training in "what to look for" and provide them with the ability to know all aspects of the truck.

He "liked the idea" of once a month, place the ladder truck out of service and have a contract specialist inspect and service the truck.

Captain [REDACTED] felt the [REDACTED] Fire District should develop a policy which would explain the proper procedure of maintaining the ladder truck. With a written policy, employees would be held accountable and they would be aware that a specific procedure will be followed.

During further questioning, Captain [REDACTED] stated he was on duty on August 15, 2012 and assigned to [REDACTED] Fire District Station [REDACTED] when the failure occurred.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759

TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the

National Board on Fire Service Professional Qualifications

Hereby certifies



as

Fire Apparatus Driver/Operator: Aerial

(NFPA 1002.2003 Ed.)

May 4, 2009



[REDACTED]

[REDACTED]

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. [REDACTED]
2. I have the right to be informed of the any and all allegations involved. [REDACTED]
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. [REDACTED]
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. [REDACTED]
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. [REDACTED]
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. [REDACTED]
7. As a District employee, I am required to answer questions related to this incident. [REDACTED]
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. [REDACTED]

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

[REDACTED]

Employee's Signature

2 Oct 2012
Date

District Representative's Signature

Date

#2479
Investigator's Signature

10/2/2012 0926
Date

[REDACTED]



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter/Engineer

Employer:

Business Address:

Business Telephone:

SYNOPSIS:

On October 2, 2012, [REDACTED] Fire District Firefighter/Engineer [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, October 2, 2012, Arizona Department of Public Safety Detectives Terry Johnson #2479 conducted a recorded interview of [REDACTED], Arizona Fire District Firefighter/Engineer [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the [REDACTED] Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at [REDACTED] Fire District Station [REDACTED], located at [REDACTED] [REDACTED] Arizona. The interview began at approximately 0927 hours and it concluded at approximately 1024 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Engineer [REDACTED] was asked to read and sign the statement of rights form. After reading the form, Engineer [REDACTED] signed the form and indicated he did not have any questions regarding the form. After being advised he had the right to have a Support Observer present during the interview, Engineer [REDACTED] declined to have a Support Observer present during the interview.

Engineer [REDACTED] has worked for the [REDACTED] Fire District since May of 1996 and his badge number is [REDACTED]. The [REDACTED] Fire District promoted Engineer [REDACTED] the rank of engineer in 2001. He is assigned to Station [REDACTED] in [REDACTED] Arizona.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Prior to be employed by the [REDACTED] Fire District, he was also a driver (engineer) with the Elmwood Park, New Jersey Fire Department. Engineer [REDACTED] attended firefighter academies in New Jersey and in Arizona.

Engineer [REDACTED] is also a certified Paramedic and he has to be recertified as a Paramedic biannually. There is no additional training he is required to attend to maintain his certification as a firefighter; however, "the fire district encourages" their employees to attend twenty hours a month of additional training. He also stated at times, that the firefighter and engineer training is intertwined with each other.

According to Engineer [REDACTED] in order for him to be a driver for the [REDACTED] Fire Department, he attended a training academy presented by the Bergen Police and Fire Academy. During this academy, he received training in the operation of an aerial fire apparatus (ladder trucks). Engineer [REDACTED] attended a four year long technical school to become a certified master "heavy truck" mechanic. He was the Elmwood, New Jersey "Borough" mechanic and maintained the fire department's equipment. Later, he volunteered with the fire department and he received additional training in the proper maintenance of ladder trucks.

In 2001, Engineer [REDACTED] attended an engineer training class sponsored by the Northwest (Pima County, Tucson, Arizona) Fire District. This training was presented twice a week and it lasted for approximately sixteen weeks. According to Engineer [REDACTED] this training was not a State of Arizona certified training course and several years later he tested and became a state certified engineer. Since receiving his state certification, Engineer [REDACTED] has participated as an "evaluator" during the certification process of engineers. As an evaluator, Engineer [REDACTED] follows the National Fire Protection Association's guidelines and evaluates firefighters who attend training to become an engineer.

Engineer [REDACTED] stated he sat on a committee when the [REDACTED] Fire District was in the market to purchase a ladder truck. After the ladder truck was initially delivered, he was present during the training provided by the manufacture of the ladder truck, the Sutphen Corporation.

A Sutphen Corporation representative accompanied the truck to the [REDACTED] Fire District and provided familiarization training of the truck. According to Engineer [REDACTED] the familiarization training consisted of discussions about maintenance of the "slides" of the ladder, the cables, the water ways, water relief valve, the ladder turn table, and the hydraulic valves. There was also a portion of the training that consisted of the operation of the truck.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] recalled the Sutphen representative talked about the pulleys (sheaves) and the representative explained the pulleys had a grease fitting on them. According to Engineer [REDACTED], the Sutphen representative stated the pulleys were not a "frequent item" and not to grease them too often because the grease would attract dirt which would cause an issue. Engineer [REDACTED] could not recall if the Sutphen representative demonstrated how to grease the pulleys. Additionally, he could not recall a grease gun being utilized during the familiarization process. Based on his knowledge and background of being a master mechanic, Engineer [REDACTED] stated on any grease fitting, you continue to "pump" grease until you see clean grease and then wipe off the excess. He could not recall the Sutphen representative mentioning this was the proper method of servicing the pulleys of the ladder truck.

Engineer [REDACTED] expressed a concern with the manner the Sutphen representative presented the information. Engineer [REDACTED] thought the information was presented more like a Power Point "bullet" presentation and if a question was not asked the representative did not elaborate. According to Engineer [REDACTED] the Sutphen representative provided a lot of information; however, because there was so much information he appeared to rush through the information. Engineer [REDACTED] also felt this could have easily been a six week course of instruction on the driving, the operation, and the maintenance of the truck. However, all of the information was provided in a "couple of days."

Engineer [REDACTED] stated the Sutphen representative did explain how to adjust the cables; however, this was not a "regular" item to be adjusted. With his mechanical background, Engineer [REDACTED] felt comfortable in adjusting the cables if they need to be adjusted and the only time he adjusted the cables was during the training provided by the Sutphen representative.

According to Engineer [REDACTED] the Sutphen representative did not provide instruction as to the measurement for the proper tension on the cables.

Engineer [REDACTED] agreed the [REDACTED] Fire District had an inspection check list for the ladder truck. This check list requires at least a portion of the truck needs to be inspected on a daily basis with a more extensive inspection to be done on Sundays and Wednesdays. Detective Johnson explained during the investigation, he had reviewed the check lists and this review revealed there was a lack of documentation for numerous inspections of the truck. On one occasion, on March 23, 2012, Engineer [REDACTED] failed to document an inspection of the truck. Engineer [REDACTED] stated he is not assigned to Station [REDACTED] and he is considered to be a "float" (temporarily assigned) engineer. He had floated to Station [REDACTED] as an engineer "maybe" twice and as an acting captain "maybe" five times.

During further questioning, Engineer [REDACTED] stated he had not greased the pulleys. Additionally, Engineer [REDACTED] stated the Sutphen representative told them "a little bit of grease would go a long way."

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] agreed if he was temporarily assigned to Station [REDACTED] as an engineer, it would be his responsibility to perform the inspection of the truck. However, due to call volume he may be unable to complete an inspection of the truck.

Detective Johnson also explained during the investigation, he learned the ladder truck would be placed in an out of service status when an inexperienced float engineer would be assigned to Station [REDACTED]. Engineer [REDACTED] stated, based on his training and experience, he would have been able to operate the truck and the truck would not have been placed in an out of service status.

Engineer [REDACTED] agreed the hours indicated by the power take off was a reflection of when the power take off was engaged and not a reflection of when the ladder was in actual use. Engineer [REDACTED] believed the hours reflected on the power take off meter was associated to training, demonstrations and weekly ladder inspections. He was unaware of anytime the ladder truck was used during a legitimate fire department response operation.

During the interview, Engineer [REDACTED] stated he had extensively reviewed the Sutphen Operator and Service Manual. According to Engineer [REDACTED] the Operator and Service Manual "doesn't touch on a lot of stuff" and he felt there was information that was not included in the manual. Detective Johnson provided Engineer [REDACTED] with a copy of page 2-5 of the Sutphen manual. Detective Johnson also provided Engineer [REDACTED] with a document entitled Shop [REDACTED] hourly maintenance schedule. Engineer [REDACTED] recalled other engineers had generated the document and thought [REDACTED] Fire District Engineers [REDACTED] and [REDACTED] were involved in the development of the document.

On both documents, Detective Johnson directed Engineer [REDACTED] attention to areas which reflected the pulleys were to be serviced every ten hours of documented use. Engineer [REDACTED] felt the ten hour time increments were vague. There is no meter to document the actual time the ladder is actually being used and it is difficult to document the exact number of hours the ladder is in use.

During the interview, Detective Johnson reviewed with Engineer [REDACTED] photographs he [REDACTED] had taken during the investigation. While reviewing the photographs of the pulleys and the remnants of the bearings, Engineer [REDACTED] stated the use of a nylon bearing was "crazy." According to Engineer [REDACTED] he has never been a "fan" of the new polymer material being used currently. Based on his past experience with Sutphen ladder trucks, Engineer [REDACTED] stated Sutphen has utilized the same design for years. According to Engineer [REDACTED] he maintained an eighty-five foot, 1976 Sutphen ladder truck. The bearings utilized in the 1976 truck pulleys were steel ball bearings.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Detective Johnson explained the Sutphen trained technician (from [REDACTED]) who serviced the truck stated he felt the cause of the failure was due to lack of lubrication and the cables were adjusted too tight. Engineer [REDACTED] stated, based on his experience, it was possible this was the cause of the failure. Without feeling the cables with his own hands, Engineer [REDACTED] stated he would not be able to say if the cables were adjusted too tight or not. Additionally, Engineer [REDACTED] was unaware of anyone who had adjusted the cables. In Engineer [REDACTED] opinion, he felt the pulleys had "grease to them."

Engineer [REDACTED] stated not everyone can be trained to be a mechanic and he felt there was a difference in being a mechanic and an operator. He did not feel additional specialized training should be provided to the engineers. He felt the maintenance of the ladder truck should be left for a manufacturer certified mechanic who has experience in the maintenance of the truck. He also felt proper maintenance from a certified mechanic would prevent future failures. He did not feel a fire department engineer would gain the experience in what to look for or be able to identify a potential failure of the equipment.

Engineer [REDACTED] thought a revised check list, possibly one developed by the manufacture, would be helpful in preventing failures in the future. He felt the manufacturer would know the most common failures that were occurring.

Engineer [REDACTED] thought the [REDACTED] Fire District had a policy in place requiring a certified mechanic would be responsible for ensuring the ladder truck was properly maintained. Additionally, he thought that was the reason why the [REDACTED] Fire Department had Diversified Inspections (located in Phoenix, Arizona) conduct an annual inspection of the truck.

According to Engineer [REDACTED] when the [REDACTED] Fire District took possession of the truck, a bolt sheared off of the stabilizer pad. He felt "suspicious" that inferior parts were used when the truck was manufactured. During further questioning, Engineer [REDACTED] stated he was unaware if there were any other parts failures of the ladder truck. He knew the ladder truck had been placed out of service for various other issues; however, he could not recall the exact reasons why the truck had been out of service.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/15/2012	Sergeant J. Lane, #3759



PIMA INTERAGENCY TRAINING COMMITTEE

Recognizes that



has successfully completed the prescribed course of instruction in

Aerial Operator Course (48 HOUR)

In compliance with NFPA 1002, Chapter 4, 1998 Edition

and is therefore awarded this

CERTIFICATE OF COMPLETION

this 19th day of December, 2003



PITC Training Instructor

[REDACTED]

[REDACTED]

STATEMENT OF RIGHTS

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1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interview.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

[REDACTED]

District Representative's Signature

[REDACTED]

Investigator's Signature

9/18/2012
Date

9/20/12
Date

9/18/12 1611
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation: [REDACTED]

Firefighter/Engineer

Employer: [REDACTED]

Business Address: [REDACTED]

Business Telephone: [REDACTED]

SYNOPSIS:

On September 18, 2012 [REDACTED] Fire District Firefighter/Engineer [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Firefighter/Engineer [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the [REDACTED] Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at [REDACTED] Fire District Station [REDACTED] Arizona. The interview began at approximately 1615 hours and it concluded at approximately 1640 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Engineer [REDACTED] was asked to read and sign the statement of rights form. After reading the form, Engineer [REDACTED] signed the form and indicated he did not have any questions regarding the form. Engineer [REDACTED] requested a support observer be present during the interview and after his request he was provided with a [REDACTED] Fire District Support Observer Agreement form. Engineer [REDACTED] was asked to read and sign the support agreement form and agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] has been "officially" employed by the [REDACTED] Fire District since 2001. However, he has been employed there "unofficially" since 1988. This investigation revealed beginning in 1975 and continuing until 2001 the Rural Metro Corporation provided contract fire and medical services for the [REDACTED] area. The [REDACTED] Fire District became a full-fledged, independent Fire District on July 1, 2001 and they hired nearly all of the Rural Metro Corporation, [REDACTED] assigned personnel at that time. Engineer [REDACTED] was one of the employees who were hired from the Rural Metro Corporation. Engineer [REDACTED] title is engineer/paramedic and he has a badge number of [REDACTED]. During his career with the [REDACTED] Fire District, Engineer [REDACTED] has been stationed at Fire Stations [REDACTED] and [REDACTED]. However, most of his time has been at Station [REDACTED].

Engineer [REDACTED] described his duties as an engineer is to properly maintain the "truck" he is assigned to. If an issue is discovered, he is to properly document the issue and if capable, make the proper repairs to the truck. As an engineer, Engineer [REDACTED] is responsible for the safe operation of the vehicle and the crew to and from emergency scenes. Once on scene, the engineer is also responsible to ensure the vehicle is staged properly, ensure the crew operates in a safe manner and ensures the crew is provided with the proper equipment to handle the emergency situation. Engineer [REDACTED] has held the position with the [REDACTED] Fire District as engineer for approximately six years.

Engineer [REDACTED] attended a fire academy in 1985. It was held at the original Rural Metro Corporation location of Fire Station [REDACTED]. During further questioning, Engineer [REDACTED] stated he worked as a reserve firefighter from 1985 until 1988.

Engineer [REDACTED] stated he is required to attend continuing educational training to maintain his certification as a firefighter/engineer. The [REDACTED] Fire District has a training process "in place" where each individual rank receives specific training and they are required to fulfill the training each month.

Engineer [REDACTED] stated he could be considered to be a "relief" engineer for the ladder truck which is stationed at Station [REDACTED]. When Sutphen delivered the ladder truck, Engineer [REDACTED] received training for the maintenance of the truck from a Sutphen representative. According to Engineer [REDACTED] the training lasted for approximately one day of "going over" the truck. He attended a second day of training which consisted of various components of the aerial apparatus portion of the truck to include the pulleys and cables. Engineer [REDACTED] recalled the training and information provided by the Sutphen representative was very limited.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] recalled the training related to the cables was to ensure the tension of the cables was appropriate. Additionally, Engineer [REDACTED] recalled they were shown where grease fittings were located; however, the information provided was very limited. Engineer [REDACTED] described the information was a "snap shot" and he recalled the Sutphen representative told them the truck basically "takes care of itself." However, there are hourly maintenance schedules that need to be followed.

Engineer [REDACTED] could not recall if the Sutphen representative specifically provided information about the pulleys (sheaves). Engineer [REDACTED] also could not recall if any information was provided as far as how often the pulleys needed to be greased. Engineer [REDACTED] stated the Sutphen Corporation Operator and Service Manual does provide "some" hourly maintenance schedule; however, he felt it was very limited information.

Engineer [REDACTED] was rotated to Station [REDACTED] during 2012. This was to provide him with an opportunity to work at Station [REDACTED] and an opportunity to work with the ladder truck. Engineer [REDACTED] could not recall specific details but thought the ladder truck was out of service for maintenance and it was not in the station for a period of time. Engineer [REDACTED] could not recall if the truck was in service during the time frame of May 31 through June 2, 2012. He was aware the ladder truck was utilized in drills for a three week period of time. These drills included "setting" the truck up and becoming re-familiarized with the operation of the truck. He was also aware the truck was approaching an hourly check that was required.

During the interview, Engineer [REDACTED] referred to a document entitled [REDACTED]: Tower [REDACTED] hourly maintenance schedule." According to Engineer [REDACTED] this document provided a breakdown of the hourly maintenance schedule for the truck. Engineer [REDACTED] could not recall if there was a check list for the ladder truck because he is not assigned to the truck on a regular basis. During further questioning, Engineer [REDACTED] stated he had seen the document before the time of the interview.

Engineer [REDACTED] stated he did not lubricate the pulleys on the days he was assigned to Station [REDACTED]. Additionally, Engineer [REDACTED] stated he had not seen a document reflecting that the pulleys had been lubricated. He was also unaware if any document existed within the [REDACTED] Fire District that would reflect the pulleys had been lubricated.

Based on the training he had received by the [REDACTED] Fire District or by the Sutphen Corporation representative, Engineer [REDACTED] stated he would not feel comfortable in providing maintenance of the aerial apparatus portion of the ladder truck. Depending upon the training of the individual, he felt the maintenance of the truck should be left to the responsibility of a trained mechanic.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Even with the mechanical background that he has, Engineer [REDACTED] felt he could not detect a specific issue developing with the ladder truck. During the interview, Engineer [REDACTED] explained his mechanical experience was with small engines, replacing radiator hoses and basic minor repairs that could be completed "in house." Engineer [REDACTED] stated if he saw something that did not look right to him; he would bring the issue to the attention of the proper people. To the best of his memory, Engineer [REDACTED] did not find any issues with the ladder truck.

Detective Johnson explained while conducting this investigation, he had found on at least one hundred and nine occasions there were either an incomplete or no inspection of the truck conducted. The review revealed on two occasions, May 31, 2012 and June 2, 2012, it was not documented that he performed an inspection of the truck. Other than the possibility that the truck was out of service, Engineer [REDACTED] was unable to provide an explanation for why the inspections were not completed.

Engineer [REDACTED] stated when he is on duty, he works a twenty four hour shift and his shift starts at 0800 hours and ends at 0800 hour the following day. With all of the functionality of the aerial device, the safest time to perform the inspection of the ladder truck is during the daylight hours. He would not perform the inspection of the truck during the dark period of the day. Engineer [REDACTED] stated there have been rumors engineers have had to work late into the evening hours because of the number of trucks that are housed at Station [REDACTED].

Engineer [REDACTED] thought another engineer may have told him that he was unable to perform and/or complete an inspection of the truck. Usually, this would occur because of "call load" or the truck was utilized in training.

Engineer [REDACTED] felt there was a lack of training provided to the overall maintenance of the ladder truck. Another issues that concerned Engineer [REDACTED] was the proper man power to be able to properly maintain the ladder truck. According to Engineer [REDACTED] Station [REDACTED] is a busy station. By word of mouth, he has heard on numerous occasions the call load prevented the engineers from inspecting the truck and this has possibly caused a "problem." According to Engineer [REDACTED] several have discussed the desire to have mechanical training related to the aerial portion of the ladder truck.

Engineer [REDACTED] felt there could be a possible issue with the record keeping of the truck and ensuring that the engineers are actually inspecting the truck.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/16/2012	Sergeant J. Lane, #3759

PIMA INTERAGENCY TRAINING COMMITTEE

Recognizes that



has successfully completed the prescribed course of instruction in

Aerial Operator Course (48 HOUR)

In compliance with NFPA 1002, Chapter 4, 1998 Edition

and is therefore awarded this

CERTIFICATE OF COMPLETION

this 19th day of December, 2003



STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. _____
2. I have the right to be informed of the any and all allegations involved. _____
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. _____
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. _____
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. _____
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. _____
7. As a District employee, I am required to answer questions related to this incident. _____
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. _____

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

District Representative's Signature

Investigator's Signature

Date

Date

Date

SUPPORT OBSERVER AGREEMENT

1. I, [REDACTED], have agreed to be a Support Observer for [REDACTED], a [REDACTED] Fire District employee, throughout the administrative investigation process started this 18 day of SEPT, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [REDACTED] Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[REDACTED]

Support Observer's Signature

#2479
Investigator's Signature

Date

Date

Date

9/18/12

9/18/12

9/18/12 0830



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter/Engineer

Employer:

Business Address:

Business Telephone:

SYNOPSIS:

On September 18, 2012, [REDACTED] Arizona Fire District Firefighter/Engineer [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, September 18, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Engineer [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED], located at [REDACTED] [REDACTED] Arizona. The interview began at approximately 0832 hours and it concluded at approximately 1003 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Engineer [REDACTED] was asked to read and sign the statement of rights form.

Engineer [REDACTED] stated, at the request of the [REDACTED] Fire District Firefighter Union President, he wished to delay his signing of the Statement of Rights form until concerns of the [REDACTED] Fire District Firefighter Union could be resolved. Even though he did not sign the Statement of Rights form, Engineer [REDACTED] agreed to continue with the interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] requested a support observer be present during the interview. After his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form to read and sign. Engineer [REDACTED] agreed and had [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

At approximately 0852 hours, the interview was interrupted because the [REDACTED] Fire District Firefighters Union had concerns regarding the interviews. Their concerns were regarding the "Garrity Warnings" Statement of Rights provided to the employees prior to the interviews. At approximately 0857 hours, the interview was stopped at the request of the [REDACTED] Fire District until the [REDACTED] Fire District Firefighters Union's concerns could be resolved.

At approximately 0922 hours, after the [REDACTED] Fire District Firefighter Union's concerns were resolved, the interview resumed.

After the [REDACTED] Fire District Firefighter Union concerns were resolved, Engineer [REDACTED] signed the Statement of Rights form. He was asked if he had any questions regarding the Statement of Rights and/or the Support Observer agreement. Engineer [REDACTED] stated he understood both forms and he did not have any questions regarding either.

Engineer [REDACTED] served as a reserve firefighter with the [REDACTED] from 1994 until approximately 2001. In 2001, he became a "full time" employee of the [REDACTED] Fire District. Engineer [REDACTED] could not recall the exact date he was promoted to the rank of engineer; however, he thought it was in 2007. He has a badge number of [REDACTED] and he has been "rotated" to various [REDACTED] Fire District stations. For two months prior to the interview, Engineer [REDACTED] was assigned another station. Approximately two days prior to the interview, he was reassigned to Station [REDACTED].

In 1994, Engineer [REDACTED] attended a basic firefighter academy that was hosted by the [REDACTED] in Tucson, Arizona and in [REDACTED]. Engineer [REDACTED] stated it is a requirement that they train "all the time." He has to maintain his proficiency as an Emergency Medical Technician and recertification as an Emergency Medical Technician biannually. He also attends weekly training to maintain his proficiency as a firefighter.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] could not recall the exact date he attended engineer training but thought it was during 2007. The engineer training he attended was nationally certified and it was instructed by the [REDACTED] Fire District. After completing the training, he became a certified engineer. Engineer [REDACTED] stated he continues to maintain his proficiency as an engineer through various drills. He also stated it is up to each individual to research and enhance their own training. The research is accomplished by completing "study courses" via the internet. Additionally, Engineer [REDACTED] stated there are various "subject matters" they are tested on. After successfully completing the course of training and the testing process, they receive a certification in the particular subject matter.

Engineer [REDACTED] described the duties of an engineer to be the safe operation of the apparatus (fire truck) and to ensure the truck is in proper operating "order" prior to leaving the fire station. His main concern would be the safety of the crew assigned to the truck. Engineer [REDACTED] stated the engineers are not trained in maintenance of the various apparatus'; however, they do have some knowledge of the maintenance for each apparatus'.

Engineer [REDACTED] further stated the engineers have not received an "official" course of instruction in the maintenance of the various apparatus'. Those who know about maintenance, pass the information onto others. According to Engineer [REDACTED] the maintenance information is researched before any maintenance is conducted. There are manuals provided by the manufacturer of the apparatus and each truck has a "truck check list." Engineer [REDACTED] stated there are manuals that have been collected from the internet and there are websites where details for various components of the apparatus' can be found.

According to Engineer [REDACTED] the [REDACTED] Fire District has so many vehicles in their fleet, that it is "difficult" to read each manual for the vehicles. However, Engineer [REDACTED] felt that should be done. Engineer [REDACTED] stated there are basic checks they do to each apparatus to ensure each apparatus is in good working order. Before he performs any type of service on a truck, Engineer [REDACTED] researches how to perform the service in the operator/service manual.

The training Engineer [REDACTED] received for the [REDACTED] Fire District aerial platform (ladder truck) was presented by the manufacturer, the Sutphen Corporation. Engineer [REDACTED] described this training as a "brief, one hour training" and the rest was reading the owner and service manual. Engineer [REDACTED] indicated he and other engineers asked the Sutphen Corporation representative questions during the training. According to Engineer [REDACTED] the training was on the operation of the ladder truck and there was a brief discussion about the maintenance of the ladder truck. Engineer [REDACTED] recalled "this truck" was supposed to be maintenance free; however, the maintenance and visual inspection schedules were to be followed.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] has called the Sutphen Corporation with questions regarding the ladder truck. According to Engineer [REDACTED], the [REDACTED] Fire District has a "good manual and a good maintenance schedule" and a truck check list that covers "pretty much everything" they need to know. Engineer [REDACTED] recalled in the maintenance and visual inspections were verifying the cables were not sagging; components were properly lubricated and functioning properly.

Engineer [REDACTED] could not recall specific information regarding lubrication during the training provided by the Sutphen Corporation. However, he did recall being told that all the zerk fittings needed to be greased and fluids need to be checked according to the maintenance schedule. Engineer [REDACTED] stated there was no information provided regarding the proper procedure in lubricating the zerk fittings by the Sutphen representative.

During the interview, Engineer [REDACTED] stated he did not grease the zerk fittings each time he inspected the truck. He stated he would have to refer to the maintenance schedule to confirm the maintenance schedule, but felt the fittings needed to be lubricated every ten hours.

Engineer [REDACTED] could not recall if the Sutphen representative discussed how to determine what the proper tensions of the cables are. Engineer [REDACTED] was present when the representative demonstrated how to adjust the cables. Additionally, Engineer [REDACTED] recalled the cables were to be "equal" and not adjusted too tight. There should be a certain amount of "drop" to the cables; the cables should not be rubbing (dragging) on the frame of the ladder. According to Engineer [REDACTED] once in 2011, he adjusted one side of the cables. Engineer [REDACTED] could not recall if he documented his adjustment of the cables.

Engineer [REDACTED] stated he "made it very clear" to the Sutphen representative he needed to know how to properly adjust the cables because the representative told them the cable adjustment is a "requirement." According to Engineer [REDACTED] the Sutphen representative did demonstrate how to properly adjust the cables during the initial training.

Engineer [REDACTED] agreed the [REDACTED] Fire District has a procedure where the ladder truck is to be inspected on a daily basis. Engineer [REDACTED] stated the engineers utilize a truck check list to inspect the truck. If an issue is discovered during the daily inspection, then the issue is documented on the check list. If the issue can be repaired by the engineer, then it is repaired on the "on the spot." Engineer [REDACTED] also agreed on Wednesday of each week, the engineer is required to perform an in-depth inspection of the ladder truck.

During the interview, Engineer [REDACTED] stated the in-depth inspection is time consuming and it is a long process. He indicated the entire in-depth inspection takes approximately two hours to complete. "Most of the time" the inspection is interrupted or he tries to combine the inspection with a training drill.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

According to Engineer [REDACTED] on the days of the detailed inspection, he would look at all of the moving components of the ladder. Engineer [REDACTED] stated during his inspection, he did not observe any unusual wear of the cables or pulleys (sheaves). He would not inspect the grease fittings on every inspection because "they had just been done."

Engineer [REDACTED] stated the visual inspection of the cables and pulleys are difficult to perform. This is due to the construction of the ladder; his vision of the cables and pulleys are obscured by "gutters." Engineer [REDACTED] further stated, for the most part, the inspection of the cables and pulleys are performed by standing on the ground and looking up through the ladder. On occasion he would look at the cables from the top of the ladder looking toward the ground.

If he found an unserviceable issue during his inspections, Engineer [REDACTED] would document the issue and bring it to the attention of the Battalion Chief. He would then "pass" the information on to the next engineer. Engineer [REDACTED] indicated the truck would then be placed out of service until the proper repairs could be made.

During the interview, Detective Johnson directed Engineer [REDACTED] attention to a representative sample of a daily check list specific to the daily vehicle inspection for the ladder truck. Detective Johnson and Engineer [REDACTED] reviewed the document and the items to be inspected on each day. When asked, Engineer [REDACTED] stated he recognized the form as a check list for the ladder truck.

Detective Johnson explained that during the investigation, he reviewed the daily check lists for the ladder truck. This review revealed there were numerous times it was not documented the truck was inspected. Detective Johnson also explained he had located daily inspection check list where Engineer [REDACTED] had conducted inspections when other engineers had not inspected the truck. Additionally, during the investigation it was discovered on six occasions, Engineer [REDACTED] had not document he had conducted an inspection of the ladder truck. Engineer [REDACTED] stated there are some days you just "can't" and he "concurred" there were days they were unable to perform the ladder truck check. However, he would advise the relief engineer at shift change the ladder truck had not been checked. Engineer [REDACTED] also stated he takes "great pride" in his ability in keeping the ladder truck checked.

Engineer [REDACTED] further stated there were occasions when the call volume was heavy and he would not be able to complete a truck inspection until 2100 hours. Additionally, Engineer [REDACTED] was aware on occasion the ladder truck was not at the station and an inspection could not be performed because of this.

Detective Johnson directed Engineer [REDACTED] attention to page 2-5 of the Sutphen Corporation Operator and Service Manual. When asked if he followed the maintenance schedule as denoted in the manual, Engineer [REDACTED] stated he follows "our procedures" to the best of his ability.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Detective Johnson also directed Engineer [REDACTED] attention to a document entitled "SHOP [REDACTED] Tower [REDACTED] hourly maintenance schedule." Engineer [REDACTED] stated he recognized the document and he followed the maintenance schedule. When he lubricated the pulleys, Engineer [REDACTED] would not "try" to over grease the pulleys because the grease would "get all over everything."

Engineer [REDACTED] felt the engineers are "over taxed" with the duties of providing both, emergency medical and fire service, which they are required to perform. Because of this, in the future, he would like to see the responsibility of the maintenance of the cables and pulleys be left to a trained mechanic. Engineer [REDACTED] also felt that if the engineer were to be responsible for maintaining the fire trucks, they should be provided with training about the maintenance of the trucks.

Engineer [REDACTED] thought the check list should be revamped to include a section to document the pulleys were lubricated. This would provide accountability for the engineers.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/23/2012	Sergeant J. Lane, #3759

TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the

National Board on Fire Service Professional Qualifications

Hereby certifies

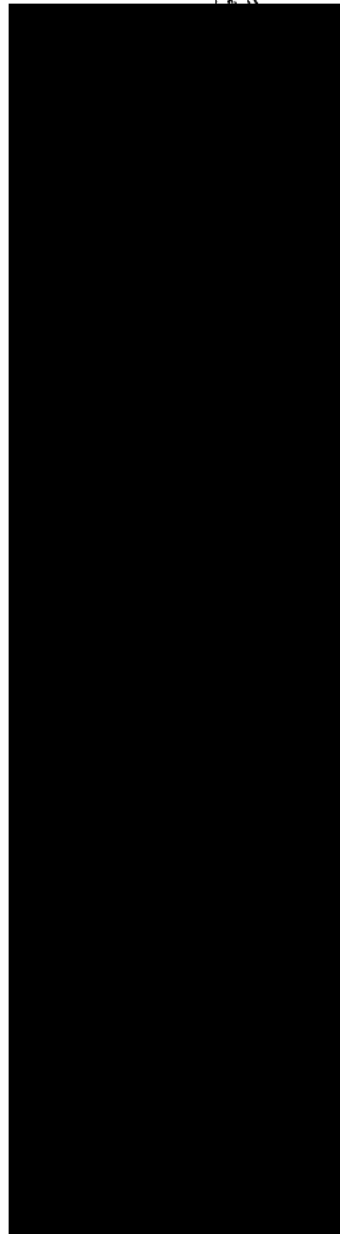


as

Fire Apparatus Driver/Operator: Aerial

(NFPA 1002 2003 Ed.)

May 4, 2009



Certification # 212574

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct on the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

District Representative's Signature

Investigator's Signature

Date

Date

Date

SUPPORT OBSERVER AGREEMENT

1. I, [REDACTED], have agreed to be a Support Observer for [REDACTED] a [REDACTED] Fire District employee, throughout the administrative investigation process started this 19 day of Sept, 2012.

2. I am not a witness to nor do I have any involvement in the incident under investigation

3. I am neither in the chain of command nor under the direct supervision of the above named employee

4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [REDACTED] Fire District Code of Conduct with respect to any disclosure of information during this investigation.

5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.

6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.

7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.

8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.

9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[REDACTED]
Support Observer's Signature

9/17/12
Date

9/17/12
Date

[REDACTED]
Investigator's Signature

9/17/12 0829
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation: Firefighter/Engineer

Employer: [REDACTED]

Business Address: [REDACTED]

Business Telephone: [REDACTED]

SYNOPSIS:

On September 17, 2012, [REDACTED] Arizona Fire District Firefighter/Engineer [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Monday, September 17, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Engineer [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED]. The interview began at approximately 0835 hours and it concluded at approximately 0954 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Engineer [REDACTED] was asked to read and sign the statement of rights form. Engineer [REDACTED] requested a support observer be present during the interview and after his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form. Engineer [REDACTED] was asked to read and sign the support agreement form and he agreed to allow [REDACTED] Fire District Human Recourse Representative Jan Hutton act as his support observer during the interview.

Engineer [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Engineer [REDACTED] stated he understood both forms and he did not have any questions regarding either.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/00/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] has been employed by the [REDACTED] Fire District for approximately twenty and one half years and his badge number is [REDACTED]. Engineer [REDACTED] could not recall the exact date he was promoted to the rank of engineer; however, he thought it was approximately six years prior to the date of this interview. Engineer [REDACTED] was a certified paramedic and he was assigned to Station [REDACTED].

Engineer [REDACTED] described his duties as an engineer to be driving the apparatus to and from emergency calls. An engineer's duties also consist of a "front to back" safety check of the apparatus'. During further questioning, Engineer [REDACTED] stated the safety checks are documented.

In July 1990, Engineer [REDACTED] was employed by the [REDACTED] and he attended a basic firefighter academy that was hosted by the [REDACTED]. In 1992, He was assigned to the [REDACTED] area.

Engineer [REDACTED] stated the [REDACTED] Fire District requires continuing training and each certification a firefighter holds requires continuing training to maintain the certification.

Engineer [REDACTED] attended engineer training hosted by the Northwest Fire District in Tucson, Arizona. After successfully completing the training, Engineer [REDACTED] was certified as an operator/engineer by the State of Arizona. During the training, Engineer [REDACTED] received "a lot of hands on" training during this course. Engineer [REDACTED] stated as a part of the state certification process, he also received training for an aerial apparatus. According to Engineer [REDACTED], there is no engineer recertification training process he is required to attend.

Engineer [REDACTED] stated during the aerial apparatus training, the operation of the apparatus was explained. According to Engineer [REDACTED] the training was more of providing the engineer with the ability to identify a potential issue and report, not identify the issue and fix it. During further questioning, Engineer [REDACTED] stated the class was designed to teach how to operate the vehicle and not how to fix the vehicle. Additionally, Engineer [REDACTED] stated during the training there was a detailed hand's on inspection of a ladder truck. During the detailed inspection, the instructors directed the attendee's attention to what to look for while conducting an inspection.

Engineer [REDACTED] stated if an issue was discovered with a [REDACTED] Fire District vehicle that would require the vehicle being placed out of service, the information would be passed on to the chain of command.

Engineer [REDACTED] could not recall the exact date the ladder truck was delivered to the [REDACTED] Fire District; however, he did recall the ladder truck being delivered. He "believed" a Sutphen Corporation representative accompanied the ladder truck when it was delivered. He recalled a Sutphen Corporation representative had provided familiarization training after the truck was delivered.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/00/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

According to Engineer [REDACTED] there were several "hands on" demonstrations presented. The initial presentation was general information about the truck and a basic introduction. In the detailed demonstrations, the representative provided information about lubricating the pulleys and how the cables were to be maintained. Engineer [REDACTED] recalled the training consisted of reviewing the Sutphen Corporation documentation of the recommended maintenance schedule. Engineer [REDACTED] could not recall verbatim the recommended maintenance schedule.

Engineer [REDACTED] stated it was explained how the cables were to be adjusted; however he felt there was no clear instruction on how to adjust the cables. Engineer [REDACTED] felt if a loose cable was found during an inspection, it was more of a "find it, report it" issue.

Engineer [REDACTED] agreed the [REDACTED] Fire District had a procedure that required the various apparatuses to be inspected on a daily basis. During the daily inspection, Engineer [REDACTED] stated they follow a check list and "follow the sheet, top to bottom" and document the items "as we find them." They also walk around the vehicle looking for damaged items and report any issue that is discovered.

Detective Johnson directed Engineer [REDACTED]'s attention to a document entitled [REDACTED] Daily Vehicle Check Ladder [REDACTED]. Engineer [REDACTED] stated he recognized the "form" and he agreed the form had areas labeled for each day of the week. He also agreed the name of the engineer who conducted the inspection should be reflected on the day he was assigned to conduct the inspection. Engineer [REDACTED] agreed a detailed inspection, which required an entire inspection of the truck, was to be conducted on Wednesday of each week.

Engineer [REDACTED] stated a back log of "two or three weeks" are kept in the truck and an engineer has the ability to refer to the log to verify if an inspection had been completed or not.

During the Wednesday inspections, the components of the ladder are visually inspected. According to Engineer [REDACTED] during the detailed inspection, the ladder is extended and lowered to where an engineer can walk the entire length of the ladder. With the ladder extended, the engineer has the ability to visually inspect the cables. Engineer [REDACTED] stated he had never cleaned the cables because he had never found they needed cleaning. During further questioning, Engineer [REDACTED] could not recall anyone explaining the amount tolerable sag in the cable. He did recall being told if the cable was dragging on the frame, then that was too much sag. Engineer [REDACTED] stated he did not make any adjustments on the cables.

Engineer [REDACTED] stated when the truck was new, the ladder was extended "several" times a week during public relations events and the familiarization process.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/00/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

During further questioning, Engineer [REDACTED] stated he had become familiar with the Sutphen Operator and Service Manual. When asked, Engineer [REDACTED] stated he felt he followed the maintenance guidelines as denoted in the Operator and Service Manual.

Detective Johnson explained that during the investigation, he had reviewed the daily/weekly inspection reports. In reviewing the inspection reports, Detective Johnson discovered, on at least thirty separate occasions, Engineer [REDACTED] did not complete the entire inspection or he failed to conduct an inspection of the ladder truck at all. Engineer [REDACTED] stated it was "quite common" for the truck to leave the station for training without being fully inspected. According to Engineer [REDACTED] at shift change, the information about an incomplete or non inspection is passed on to the reliving engineer. Engineer [REDACTED] stated at times the inspection would be completed by the reliving engineer or it would be completed on another shift.

According to Engineer [REDACTED] he would attempt to conduct the inspections "first thing in the morning;" however, if it was not completed early, the inspection would be completed later that day. Additionally, Engineer [REDACTED] stated he did not have an independent recollection of each time an inspection was not documented. Engineer [REDACTED] agreed with the philosophy if it is not documented, then the inspection did not occur. When asked, Engineer [REDACTED] stated when he did the detailed inspection of the truck; he did not see any unusual wear on the pulley assemblies.

Detective Johnson explained, during the investigation, he had spoken with trained mechanics who have indicated the failure of the cables and pulleys on August 15, 2012 was the result of the bearings not having been lubricated properly. Detective Johnson also explained the damage to the pulley assembly occurred over an extended period of time. When asked, Engineer [REDACTED] stated he recalled two incidents where he lubricated "every fitting" found and the pulleys on the ladder truck.

Engineer [REDACTED] stated he was instructed to use a red "high temperature" multi-purpose lubricant when he lubricated the various components of the truck and he was to wipe off the excess to prevent dirt collecting in the grease. During further questioning, Engineer [REDACTED] stated he was told on some of the components, you see lubricant escaping and on others he would not. Engineer [REDACTED] could not recall if the components where he would see fresh lubricant were identified or not.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/00/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Detective Johnson directed Engineer [REDACTED] attention to page 2-5 of the Sutphen Operator and Service Manual. On that page, Detective Johnson directed Engineer [REDACTED] attention to the specific paragraph related to the sheaves (pulleys) and cables. While reviewing the paragraph, Engineer [REDACTED] stated "every ten hours." When asked, Engineer [REDACTED] stated he read on page 2-5 the manufacturer recommended the pulleys to be lubricated every ten hours. Engineer [REDACTED] further stated he had "probably" not seen this page before. However, he had seen a condensed version that detailed the items to be serviced. During further questioning, Engineer [REDACTED] stated he doubted the pulleys were lubricated every ten hours as recommended by the manufacturer.

Detective Johnson directed Engineer [REDACTED] attention to a document entitled "SHOP [REDACTED] Tower [REDACTED] Hourly Maintenance Schedule." Engineer [REDACTED] stated that was the condensed version he was talking about.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		11/00/2012	Sergeant J. Lane, #3759



PIMA INTERAGENCY TRAINING COMMITTEE



Recognizes that



has successfully completed the prescribed course of instruction in

Aerial Operator Course

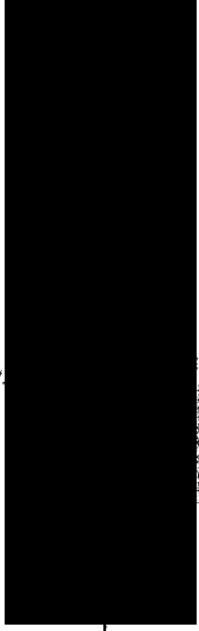
(48 HOUR)

In compliance with NFPA 1002, Chapter 4, 1998 Edition

and is therefore awarded this

CERTIFICATE OF COMPLETION

this 22nd day of December, 2004



STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

District Representative's Signature

Investigator's Signature

Date

Date

Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]
Age: [REDACTED]
Occupation: Firefighter/Engineer/Emergency Medical Technician
Employer: [REDACTED]
Business Address: [REDACTED]
Business Telephone: [REDACTED]

SYNOPSIS:

On October 2, 2012, [REDACTED] Fire District Firefighter/Engineer [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Tuesday, October 2, 2012, Arizona Department of Public Safety Detective Terry Johnson, #2479, conducted a recorded interview of [REDACTED] Arizona Fire District Firefighter/Engineer [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the [REDACTED] Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District, Station [REDACTED] [REDACTED] Arizona. The interview began at approximately 0816 hours and it concluded at approximately 0855 hours. A complete audio version of this interview will be included with this report.

On September 19, 2012, Engineer [REDACTED] was provided with a Garrity statement of employee rights. After reading the form, Engineer [REDACTED] signed the form and indicated he did not have any questions regarding the form. After being advised he had the right to have a Support Observer present during the interview, Engineer [REDACTED] declined to have a Support Observer present during the interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] has been employed by the [REDACTED] Fire District for approximately five years. Engineer [REDACTED] is also a certified Emergency Medical Technician. Engineer [REDACTED] has a badge number of [REDACTED]. In December 2011, Engineer [REDACTED] was promoted to the rank of engineer and he is assigned to [REDACTED] Fire District, Fire Station [REDACTED] located at [REDACTED].

Engineer [REDACTED] stated he has to be recertified as an Emergency Medical Technician biannually. There is no additional training he is required to attend to maintain his certification as a firefighter; however, the [REDACTED] Fire District requires him to complete training each month. This training could include "whiteboard drills" (mock scenarios), "laying hose on the ground" and/or reviewing medical calls.

Engineer [REDACTED] described his duties as an engineer as being the driver of various apparatus' (fire trucks) to and from calls and delivering the "crew" safely to a scene. The engineer is also responsible to ensure the various apparatus' are equipped properly and to perform basic maintenance of the apparatus'. Additionally, an engineer is responsible for documenting any issues with the apparatus' and start the process of getting the proper repairs made. According to Engineer [REDACTED], each apparatus has a check list in which the engineer is required to check either on a daily or weekly basis.

During the interview, Detective Johnson explained the focus of the investigation was the aerial apparatus (ladder fire truck) that failed on August 15, 2012. During questioning, Engineer [REDACTED] stated he did not attend any specialized training for the Sutphen ladder fire truck the [REDACTED] Fire District has in their fleet.

Engineer [REDACTED] received generalized training in the operation of a ladder fire truck. The training was entitled an aerial driver/operator. The training was co-hosted by the Silverbell Army Heliport Fire Department (located in Marana, Arizona) and the [REDACTED] Fire District. During the training, the instructors utilized "random" ladder fire trucks from various fire departments. The training included a class room portion which taught general theories and philosophies of the safe operation of the ladder fire truck. Additionally, the training included the proper set up of the truck at a scene.

The course provided "a little bit" of training concerning the general maintenance of the apparatus. According to Engineer [REDACTED] this general maintenance training was of how to tilt the cab of the truck, how to check fluid levels, checking tire pressure, system air pressure and a visual inspecting the truck. Because each "ladder truck is different" there was no training provided on how to grease the pulleys or cleaning cables of a ladder truck. Engineer [REDACTED] could not recall if the training provided him with a "step by step" process of how to properly lubricate specific pulleys or cables. At the conclusion of the training, Engineer [REDACTED] received a certification as an aerial driver/operator.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] recalled when the [REDACTED] Fire District was looking to purchase a ladder fire truck, a Sutphen Corporation representative brought a Sutphen ladder truck to the [REDACTED] fire District. The Sutphen representative "set up" the ladder truck and demonstrated the features of the truck to include the flexibility of the aerial device and the general operation of the aerial device.

In 2009, Engineer [REDACTED] was a certified engineer when the ladder truck was delivered to the [REDACTED] Fire District. Engineer [REDACTED] stated he did not receive any specific training or direction as to the proper maintenance of the ladder fire truck when it was delivered. According to Engineer [REDACTED] once the [REDACTED] Fire District took possession of the ladder fire truck, he was not provided with any specific training related to the truck. The training provided to him consisted of following the other engineers around the truck and receiving "their personal take (advice)" on basic maintenance and precautions associated with the truck.

During further questioning, Engineer [REDACTED] stated during an in-depth inspection of the ladder truck, the engineers would set the truck up and put the "stabilizers out." The aerial device (ladder) would be fully extended. At some point during the inspection, the ladder turn table would be rotated 360 degrees and the device would be retracted. The device would be maneuvered to a 90 degree angle from the truck "at about head height" and the device would be fully extended. In this configuration, the engineer would have the ability to visually inspect the cables and observe any damage to the components of the ladder.

Detective Johnson explained he had discovered the [REDACTED] Fire District has a check list form which is used during the ladder truck inspections. The form indicates that various aspects of the truck are required to be checked on a daily basis. It also indicates on Sundays and Wednesdays, a more detailed inspection of the truck is required. Engineer [REDACTED] stated, what he is "finding out" and "in theory" that is the way it is "supposed to be." Engineer [REDACTED] agreed, there was an area on the check list where the engineer was to place his name and the date in which the engineer performed the inspection of the truck. Engineer [REDACTED] also agreed this check list was also used to provide a maintenance record of the truck.

According to Engineer [REDACTED] he was not provided with specific training related to how the cables of the ladder portion of the truck were to be inspected. Engineer [REDACTED] stated other engineers would tell him to check the tension of the cables and to look for defects (fraying) of the cables. It was more of a visual inspection of the truck. Engineer [REDACTED] has not been provided with training about the proper tension of the cables and what the acceptable tensions of the cables are.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] stated he was not provided with training, either formal training or by other engineers, on how to properly maintain the pulleys (sheaves) of the ladder. Engineer [REDACTED] recalled there had been a discussion that the pulleys were to be lubricated after every ten hours of aerial usage. The question he had was how the ten hours of aerial usage was to be determined. This was because a meter counts the amount of time the "power take off" is engaged and not the actual time the ladder is in flight status.

Engineer [REDACTED] felt he had looked up specific issues in the Sutphen Operator and Service manual a "couple of times." However, he had not read the manual from cover to cover. During the interview, Detective Johnson provided Engineer [REDACTED] with a copy of a page number 2-5 of the manual. Detective Johnson directed Engineer [REDACTED] attention to an area of the page which reflected the proper maintenance of the cables and pulleys. When questioned how he learned about the every ten hours of use the pulleys needed to be greased, Engineer [REDACTED] explained there are engineers with the [REDACTED] Fire District who are more experienced than him and who had attended the "walk through" with the Sutphen representative when the [REDACTED] Fire District took possession of the truck.

Detective Johnson also provided Engineer [REDACTED] with a document entitled "SHOP [REDACTED] Tower [REDACTED] hourly maintenance schedule." Detective Johnson explained that he had learned through other interviews, that his document was not a policy of the [REDACTED] Fire District. This was a document which was prepared by someone at the [REDACTED] Fire District. Detective Johnson asked if he had ever seen this document prior to the interview. Engineer [REDACTED] stated he had never seen that document prior to the interview and felt it would have been beneficial to have known the document existed. Engineer [REDACTED] was unaware if this document was kept in the truck or not.

Detective Johnson explained as a part of the investigation, he had reviewed the engineer check list for the maintenance of the ladder truck. During the review he had noticed, starting in late February and continuing through April, there was no documentation that reflected Engineer [REDACTED] had inspected the ladder truck on five different occasions. Engineer [REDACTED] stated he felt because the ladder truck was not used on a daily basis; it was not inspected on a daily basis.

Engineer [REDACTED] also felt there was "some miscommunication" throughout the entire [REDACTED] Fire District about the truck. Some of the "folks" had the understanding the ladder truck was to be "checked" every day. He had the understanding, because the ladder truck was not a "front out truck" (responding to every call) and is only taken out on special calls, the truck was to be checked only on Wednesdays and Sundays; unless the truck was utilized on a call or for training. Engineer [REDACTED] stated he understood the philosophy of if it is not documented, then it does not exist or it did not happen. However, sometimes "things do get checked," but because "you" become so busy, things do not get written down.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] stated when he did the inspection of the truck he did not notice any unusual wear of the pulleys or cables. Two or three weeks before the date of the failure (August 15, 2012), during a detailed inspection of the truck, Engineer [REDACTED] did notice an excessive amount of a "bright red" lubricant at the pulleys closest to the aerial platform. After noticing this, he utilized a "towel" to wipe away the excess lubricant and he did not notice any damage or unusual wear that stood out to him.

Engineer [REDACTED] further stated he did not personally lubricate the pulleys during an inspection of the truck. Additionally, Engineer [REDACTED] stated he had never made any adjustments to the cables; nor would he feel comfortable in make adjustments to the cables because he had never received proper training in making cable adjustments. To date, based on the training he has received and his general knowledge, Engineer [REDACTED] stated he would feel comfortable in lubricating the pulleys. However, he felt there should be a better understanding of when the lubrication needs to be done and a better understanding of the expectations of the maintenance schedule.

With his limited experience, Engineer [REDACTED] stated, if he was to grease the pulleys, he would have given the pulleys a "couple squirts" and he felt that would had been good enough. However, after the failure occurred, he has learned for the pulleys to be properly lubricated, fresh grease has to be seen coming from the seams of the pulleys.

Engineer [REDACTED] stated, in his personal opinion, the adjustments of the cables should be left up to a trained mechanic.

Engineer [REDACTED] stated the "hands on" training he has received has provided him with a very limited knowledge of being able to maintain the ladder truck or other apparatus'. He felt if the [REDACTED] Fire District wanted the engineers to take a more active roll for the maintenance of the vehicles in their fleet, then advanced training should be provided. The training should include the identification of "low and high risk" areas of potential failures and the proper method of checking those areas. Engineer [REDACTED] felt unless "you" know what you are looking for, it would be easy to over look a potential issue that would cause a failure.

Engineer [REDACTED] felt it would not be a "bad idea" for a standard operating guideline to be developed which would explain when certain trucks should be checked and how frequently. He also felt there should be better communication about those expectations.

According to Engineer [REDACTED], the [REDACTED] Fire District is in the process of developing a new "truck check list" which has more emphasis with what needs to be "done" on each specific day. Engineer [REDACTED] stated that unfortunately this incident has caused emphasized that the trucks need to be checked on certain days and he has learned a lesson from this incident.

Detective Name	ID Number	Location	Date	Supervisor
J. . Johnson	2479		10/10/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

In closing, Engineer [REDACTED] stated it is the responsibility of the engineers to properly lubricate the components of the ladder; however, he felt United Fire Equipment (who has a contract to with the [REDACTED] Fire Department) should have been ensuring the proper maintenance schedule of the ladder components was followed.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/10/2012	Sergeant J. Lane, #3759

TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the

National Board on Fire Service Professional Qualifications

Hereby certifies

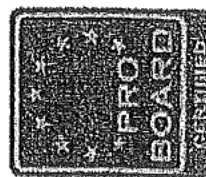


as

Fire Apparatus Driver/Operator: Aerial

(NFPA 1002 2003 Ed.)

May 4, 2009



Card No. 911077

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as a basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interviews.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

District Representative's Signature

Date

Investigator's Signature

Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter/Engineer

Employer:

Business Address:

Business Telephone:

SYNOPSIS:

On September 17, 2012 [REDACTED] Fire District Firefighter/Engineer [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Monday, September 17, 2012 Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Firefighter/Engineer [REDACTED]. The interview was in reference to an administrative investigation being conducted at the request of the [REDACTED] y, Arizona Fire District into an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at [REDACTED] Fire District Station [REDACTED] located at [REDACTED] Arizona. The interview began at approximately 1118 hours and it concluded at approximately 1202 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Engineer [REDACTED] was asked to read and sign the statement of rights form. After reading the form, Engineer [REDACTED] signed the form and indicated he did not have any questions regarding the form. After being advised he had the right to have a Support Observer present during the interview, Engineer [REDACTED] declined to have a Support Observer present during the interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/18/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] has been employed by the [REDACTED] Fire District since July 2001. His job title is engineer and his badge number is [REDACTED]. He was promoted to the rank of engineer in 2010. At the time of the interview, he was assigned to [REDACTED] Fire District Station [REDACTED] located at [REDACTED]. Engineer [REDACTED] has also worked for the Tubac Fire District for approximately eight years and the Southwest International Raceway as a firefighter and Emergency Services Director for approximately seven years. Then [REDACTED] Fire District is the only department Engineer [REDACTED] has held the "official" title of engineer.

Engineer [REDACTED] attended a basic fire academy which was hosted by the [REDACTED] Fire District in [REDACTED]. Engineer [REDACTED] stated he does not have to attend any additional training to maintain his certification as a firefighter or engineer; however, "random" drills are conducted. The various apparatus are utilized in different training scenarios during these drills. According to Engineer [REDACTED], there is no "nothing" saying he is required to have a certain amount of training each month to maintain his certifications.

In either 2008 or 2009 Engineer [REDACTED] attended a driver/operator (engineer) training; however, he could not recall the name of the agency which hosted the training. He did recall the course was instructed by [REDACTED]. Approximately one and one half or two years later Engineer [REDACTED] was promoted to the rank of engineer (approximately 2010).

In March or April of 2012, Engineer [REDACTED] attended a "two or three" week long training course specific to the aerial platform (ladder truck) apparatus. The training was hosted by the [REDACTED] Fire District and the course was instructed by [REDACTED] Fire District Captain [REDACTED]. This investigation discovered this training provided by Captain [REDACTED] was an eighty hour course of instruction.

Engineer [REDACTED] described his duties as operating and driving the various vehicles in the [REDACTED] Fire District fleet. As an engineer he is responsible for the equipment on the vehicles and "to a point" the maintenance of the vehicles.

As an engineer on the ladder truck, Engineer [REDACTED] described his duties as being safe operation of the truck and driving it to and from an emergency scene. Additionally, the engineer's responsibility is to ensure all the equipment assigned to and attached as a part of the truck works properly. The engineer is also responsible for ensuring the ladder and platform portion of the truck functions properly.

As far as maintenance of the truck, the engineer is responsible for checking the fluids on the days they are required to be checked. If the engineer feels "comfortable" in their ability, then he/she would replace items such as burned out light bulbs and headlights. The engineer is also responsible for small engine (generator and saws) maintenance. Engineer [REDACTED] "believed" once a week the "entire" ladder would be extended and "four or five" points of the rails (underside) of the ladder would be lubricated.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/18/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] was not on duty the day the ladder truck was delivered to the [REDACTED] Fire District; however, he recalled when the ladder truck "showed up." Engineer [REDACTED] stated he could not recall if a representative from the manufacturer, the Sutphen Corporation, provided familiarization training to the [REDACTED] Fire District.

Engineer [REDACTED] stated no one provided him with familiarization training for the ladder truck. According to Engineer [REDACTED] he became familiar with the ladder truck "pretty much" looking at the truck by himself and if he had questions, he would ask his questions to one of the other engineers.

During questioning about the pulleys (sheaves) and cables, Engineer [REDACTED] replied, to be "honest" with Detective Johnson, he did not think he was "ever" told anything with them. As a habit, on the days he would extend the ladder, he would visually inspect the cables for defects or for something that looked out of place. He could not recall if he was ever provided with information regarding the lubrication of the pulleys. Engineer [REDACTED] could not recall if he ever lubricated the pulleys during one of his truck inspections.

During the in depth inspection of the truck on Wednesdays, Engineer [REDACTED] would look for "something" obvious with the pulleys and cables. He would look the "best" he could; however, there are several components of the ladder that are hidden and difficult to see. Because of this, he would only visually look at the pulleys and cables.

Engineer [REDACTED] agreed that the ladder truck is to be at least partially inspected on a daily basis and an extensive inspection would occur on Wednesday of each week. Engineer [REDACTED] indicated with assistance, a full inspection of the truck would take "a good couple of hours." Engineer [REDACTED] "believed" he never climbed on top of the ladder and visually inspected the cables from the top, down. Engineer [REDACTED] felt all of the cables and pulleys associated with the ladder could be visually inspected while standing on the ground.

Engineer [REDACTED] stated during his inspections of the truck, he did not see anything that appeared to be out of the ordinary, in need of being replaced or an issue that would cause the truck to be placed out of service. If he discovered an issue or a repair needing to be performed, the procedure would be to bring the issue to the on duty captain's attention.

Engineer [REDACTED] thought at least a "couple week" worth of the weekly inspection reports were kept inside the truck. By keeping these reports in the truck, other engineers would have to opportunity to review them.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/18/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

During the interview, Detective Johnson directed Engineer [REDACTED] attention to page 2-5 of the Sutphen Operator and Service Manual which denotes the hourly maintenance schedule for the pulleys and cables. After reviewing the document, Engineer [REDACTED] stated he could not recall ever reading that portion of the manual. During the interview, Engineer [REDACTED] stated if he would have looked at the manual it would be if he had a question about the truck.

Detective Johnson also directed Engineer [REDACTED] to a document entitled "Shop [REDACTED] Tower [REDACTED] hourly maintenance schedule." On line three, the document denotes the items to be inspected after a documented hourly use. Engineer [REDACTED] agreed as documented on both documents, the pulleys were to be lubricated every ten hours of documented use.

Detective Johnson explained that during the investigation he reviewed the daily/weekly inspection reports. During this review, it was discovered there were numerous times an incomplete and/or no inspection of the truck was conducted. During the interview, Detective Johnson provided a representative sample of the inspection reports which reflected how the weekly inspection reports were incomplete.

Detective Johnson further explained while conducting the review of the weekly inspection reports, he found documentation in three reports (dated June 29, 2011, November 2, 2011 and November 30, 2011) that reflected either an inspection was not completed and/or not done at all. Engineer [REDACTED] stated a failure to conduct or complete an inspection could be the result of call load on those particular days and/or other special events that could have been scheduled for those days. Additionally, Engineer [REDACTED] stated there are some days things just gets over looked.

Note: During further investigation, Detective Johnson discovered four additional inspection reports which failed to document Engineer [REDACTED] conducted an inspection of the ladder truck. Those days are reflected as being December 31, 2011, February 23, 2012, May 12, 2012 and May 19, 2012

Engineer [REDACTED] stated inspections of the various fire apparatus' in the [REDACTED] Fire District fleet are frequently interrupted. He further stated, if one of his inspections was interrupted, he "would try" to return to the station and complete the inspections.

According to Engineer [REDACTED] there is no formal procedure "in place" stating that if an inspection is not completed or conducted on the ladder truck, a relieving engineer would complete or conduct the inspection. Engineer [REDACTED] stated the engineer who did not complete or conduct the inspection would have to ask the relieving engineer to perform the inspection.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/18/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

During the interview, Detective Johnson reviewed photographs that were taken during this investigation. Detective Johnson directed Engineer [REDACTED] attention to a photograph which depicted zerk grease fittings which were mounted on the failed pulleys. Detective Johnson explained these pulleys were located toward the platform portion of the ladder. When questioned, Engineer [REDACTED] stated he had not greased these fittings.

During further questioning, Engineer [REDACTED] felt if the Sutphen Operator and Service Manual service guidelines were not followed, there was a lack of following procedure in properly lubricating the pulleys. Engineer [REDACTED] felt "after the fact" the maintenance (lubricating) regarding the pulleys were the responsibility of the engineers assigned to the ladder truck. However, he could not recall being provided instruction on how often the pulleys were to be lubricated.

Engineer [REDACTED] did not make any adjustments to the cables and he felt the cable adjustments should be left up to "someone else." Engineer [REDACTED] stated he was never instructed in how to adjust the cables and he felt this would be beyond his capabilities. Engineer [REDACTED] knows his mechanical abilities and if he discovered a repair needing to be performed beyond his capabilities, he would have "professionals" deal with it. During further questioning, Engineer [REDACTED] could not recall if he was ever trained on how to determine if there was proper tension on the cables.

Engineer [REDACTED] stated some of the engineers are more mechanically inclined than others. He felt some of the engineers do not want to touch the truck. When asked to clarify this comment, Engineer [REDACTED] stated he did not know of one particular engineer that did not want to touch the truck. He further stated, an engineer that is not normally stationed at Station [REDACTED] is not comfortable with the truck.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/18/2012	Sergeant J. Lane, #3759

[REDACTED]

[REDACTED]

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case. [REDACTED]
2. I have the right to be informed of the any and all allegations involved. [REDACTED]
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable. [REDACTED]
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings. [REDACTED]
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings. [REDACTED]
6. I may request a person of my choice to be present to serve as a Support Observer during interviews. [REDACTED]
7. As a District employee, I am required to answer questions related to this incident. [REDACTED]
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination. [REDACTED]

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

[REDACTED]

(District Representative's Signature

9/19/2012
Date

9/20/12
Date

#2479
Investigator's Signature

9/19/2012 1003
Date

[REDACTED]



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]
Age: [REDACTED]
Occupation: Firefighter/Engineer
Employer: [REDACTED]
Business Address: [REDACTED]
Business Telephone: [REDACTED]

SYNOPSIS:

On September 19, 2012, [REDACTED] Fire District Firefighter/Engineer [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Wednesday, September 19, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Fire District Firefighter/Engineer [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED], located at [REDACTED] Arizona. The interview began at approximately 1010 hours and it concluded at approximately 1117 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Engineer [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Engineer [REDACTED] was asked to read and sign the statement of rights form. After reading the form, Engineer [REDACTED] signed the form and indicated he did not have any questions regarding the form. After being advised he had the right to have a Support Observer present during the interview, Engineer [REDACTED] declined to have a Support Observer present during the interview.

Engineer [REDACTED] has been employed "full time" by the [REDACTED] Fire District since October, 2004. His job title is engineer and he is a certified Emergency Medical Technician. His badge number is [REDACTED]. He was promoted to the rank of engineer in July, 2010. Engineer [REDACTED] also works as a reserve firefighter for the Tubac Fire Department.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479	:	10/18/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Engineer [REDACTED] described the duties of an engineer as to have the knowledge and ability to operate every apparatus in the [REDACTED] Fire District's fleet of vehicles. Additionally, an engineer has the responsibility for the overall safe operation of the vehicle.

Engineer [REDACTED] current assignment is that of a "float" (roving) engineer. As a roving engineer, if an engineer shortage occurs at any station, he replaces that engineer. According to Engineer [REDACTED], this assignment is difficult and when he covers a shift for another engineer, he has to spend a portion of the day reviewing the operation procedures for the apparatus' assigned to that particular station. However, each apparatus has at least some similar nomenclatures.

Engineer [REDACTED] attended a basic firefighter academy that was sponsored by the Helmet Peak Volunteer Fire Department which began in 1999. The academy he attended took approximately six months to complete and he received his certification in June 2000. Engineer [REDACTED] is required to complete training as an Emergency Medical Technician biannually. In the recent past, the [REDACTED] Fire District has developed a training program requiring twenty hours a month of firefighter and "target safety" training. The [REDACTED] Fire District is in the process of developing job specific training.

"Two or three" years before Engineer [REDACTED] was promoted to the rank of engineer, he attended the driver/operator training presented by Texas A&M University. The Texas A&M University training did not provide Engineer [REDACTED] with aerial apparatus training. In 2012, he attended and completed the aerial apparatus training presented by the [REDACTED] Fire District which was instructed by [REDACTED] Fire District Captain [REDACTED]. Engineer [REDACTED] did not receive a certificate from the [REDACTED] Fire District's training; however, he was advised that he successfully completed the course of training and he was cleared by the department to operate the ladder truck.

During the approximate one month of training to become a driver/operator, Engineer [REDACTED] was provided with training of terminology of the components and the equipment on a fire apparatus. The location of each component on the truck and hydraulic calculations utilized during firefighting. The training also provided familiarization on how to inspect or check fire apparatus'. According to Engineer [REDACTED], the Texas A&M University training was not department specific because there were members of other fire departments attending the training also. Additionally, the training did not provide specific details regarding maintenance schedules of the various apparatus'.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/18/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Once he received his certification, the [REDACTED] Fire District required him to review a driver/operator task book. This task book provided specific information regarding each apparatus in the [REDACTED] Fire District fleet. After he completed his review of the task book, a senior engineer would verify his knowledge of each apparatus. His task book would be turned into his chain-of-command and he was then tested on his knowledge. The [REDACTED] Fire District chief gave him a scenario (drill) and he was told to "go do it." After the drill was completed, his knowledge and abilities were evaluated.

Engineer [REDACTED] was not present when the aerial apparatus (ladder truck) was delivered to the [REDACTED] Fire District. At the time the ladder truck was delivered by the manufacturer, the Sutphen Corporation, Engineer [REDACTED] was a firefighter and he did not attend any familiarization training provided by the Sutphen representative. He thought only the established engineers attended the familiarization training presented by the Sutphen Corporation.

Engineer [REDACTED] agreed that at least a portion of the ladder truck is required to be inspected on a daily basis and an extensive inspection was to be done on Wednesday of each week. Detective Johnson directed Engineer [REDACTED] attention to a document entitled [REDACTED] - Daily Vehicle Check: Ladder [REDACTED]. This investigation revealed the document is also referred to as a check list for the ladder truck and the document denotes the specific items to be inspected on each day of the week.

Detective Johnson explained, during this investigation, he reviewed the daily/weekly check lists for the ladder truck. As a result of the review of the check list, he noticed there were several days where it was not documented that engineers assigned to conduct the inspections either did not complete the inspection or the truck was not inspected at all. Detective Johnson also explained the review of the check list revealed eleven occasions that Engineer [REDACTED] did not perform and/or complete the required inspections.

Engineer [REDACTED] stated [REDACTED] Fire District Station [REDACTED] is the busiest station in the "district" Call volume and/or public events occurring could possible have prevented him from completing or conducting an inspection of the truck. He further stated, he knew of days of when he was assigned as the primary engineer of the station. Because of call volume or public events, he was able to complete the "engine" truck inspection completed; however, he was unable to conduct and/or complete an inspection of the ladder truck. He would "try" to advise the engineer relieving him the inspection of the ladder truck was not conducted or completed. Engineer [REDACTED] stated he has not performed an inspection of the ladder truck in the dark; he would not feel comfortable in performing an inspection in the dark and he did not know if the [REDACTED] Fire District had sufficient portable lighting to afford the opportunity for a through inspection of the truck.

Detective Name	ID Number	Location	Date	Supervisor
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ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Additionally, Engineer [REDACTED] stated there were days when he was assigned to Station [REDACTED] as the primary engineer; but he was instructed he was not allowed to drive or touch the aerial device until he had completed the aerial operator training provided by the [REDACTED] Fire District. Engineer [REDACTED] stated the [REDACTED] Fire District aerial device training began around the beginning of 2012. Because he was not "officially" trained yet, he would have at least completed a portion of the inspection of the truck. Engineer [REDACTED] thought the [REDACTED] Fire District aerial training was completed around March of 2012.

Engineer [REDACTED] stated there is a maintenance document kept in the [REDACTED] Fire District computer which provides an hourly maintenance schedule. However, he had not received any formal training specific to the Sutphen ladder truck and its hourly maintenance schedule.

Detective Johnson directed Engineer [REDACTED] attention to a document entitled "Shop [REDACTED] Tower [REDACTED] Maintenance Schedule. Engineer [REDACTED] stated he had seen this document prior to the interview and this was the document he had referred to as being kept in the ladder truck. Engineer [REDACTED] was unaware of who developed the form.

During the interview, Detective Johnson reviewed photographs of the pulley failure. When asked if he had received any training about visually inspecting or lubricating any of the pulleys on the ladder portion of the truck, Engineer [REDACTED] stated no one specifically talked about "these pulleys" on this apparatus. The training was just of general knowledge. There were photographs presented during the training of pulley systems on ladder trucks which served as a representative sample of what a pulley and/or cable would look like only. Additionally, Engineer [REDACTED] stated the instructors did not say that the pulleys needed to be lubricated after a certain amount of hours of use. Additionally, he felt he had not been provided with the proper instruction of how lubricate the pulleys.

During the interview, Detective Johnson directed Engineer [REDACTED] attention to page 2-5 of the Sutphen Operator and Service Manual. On this page, Detective Johnson directed Engineer [REDACTED] attention to the specific area of where it denotes information about the maintenance schedule of the pulleys and cables. Engineer [REDACTED] stated other than someone saying "here is the manual" he was not provided instruction about the maintenance schedule. He would utilize the operator manual as his "fall back" on how to complete a maintenance issue. When questioned, Engineer [REDACTED] stated he had not read page by page of the operator manual. Engineer [REDACTED] is not mechanically inclined enough to follow schematics of each diagram of the manual.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/18/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Based on the instruction provided to him to date, Engineer [REDACTED] feels he is not mechanically inclined enough to lubricate the pulleys. According to Engineer [REDACTED] in the past, he had been taught when applying a lubricant to some sort of fitting, you were not to "over pressure the system" and "blow out" the seal. Engineer [REDACTED] also stated he had never lubricated any of the pulleys on the ladder truck. After the failure of the ladder truck occurred, he overheard Sutphen representatives say how the lubricant should be applied to the pulleys. Clean, fresh lubricant should be seen coming from the pulley. Engineer [REDACTED] felt this information was contrary to his past training and if he did that he would think he "was blowing" out a fitting.

During additional questioning, Engineer [REDACTED] stated he would never lubricate grease fitting just to grease it. Without asking questions about the fitting, he would not want to do something "for the first time" and "mess something up." Engineer [REDACTED] agreed the inspection check list did not provide a specific section on the form which would indicate when a pulley was lubricated or when the last time the pulley was lubricated. He also agreed if the check list was to be revised, the check list should allow the engineers the ability to verify when the last time the pulleys were last lubricated.

When Engineer [REDACTED] would inspect the cables, he relied on the training that was provided during his engineer training. This was to look for frayed cables, broken cables, metal shavings or any thing that would cause a concern. He would "wiggle" the cables to ascertain the tension on the cables. When he would "wiggle" the cables, Engineer [REDACTED] would not feel the cables move. During his training to become an engineer, he has not received instruction on how to properly adjust or maintain the cables. If he would have found slack in the cables he would have been unsure of how to properly make the adjustments. Additionally, based on his limited mechanical abilities, he would have not felt comfortable with making any adjustments on the cables.

Engineer [REDACTED] felt additional training should be provided in how to properly detect a developing issue with the cables and pulleys. Engineer [REDACTED] agreed it would be a good idea to paint the pulleys in order for an engineer to quickly detect a potential issue developing with a pulley. Additionally, he felt hands on training should be provided in the proper method in adjusting and lubricating the cables.

Engineer [REDACTED] thought a standard operating guideline should be developed reflecting what training an engineer should have on the cables and pulleys. He also thought the station should be taken out of service for a couple of hours so an inspection of the truck would not be interrupted and the engineers forget what they had started. The guideline should also include direction of where an engineer could locate the correct answer to a question.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/18/2012	Sergeant J. Lane, #3759

[REDACTED]

[REDACTED]

STATEMENT OF RIGHTS

Garrity Rights protect public employees from being compelled to incriminate themselves during investigatory interviews conducted by or for their employer. Public employers who want to conduct an administrative investigation related to a specific incident to determine any possible misconduct or if any disciplinary action may be warranted must advise their employees of their rights under Garrity Law using a signed statement of rights. This statement enables management to question an employee and require that he/she respond while still protecting the employee's constitutional rights.

1. I am being questioned today to obtain information about this incident, which may also determine whether any disciplinary action is warranted in this case.
2. I have the right to be informed of the any and all allegations involved.
3. I will be asked questions specifically directed and narrowly related to the performance of my official duties as they relate to this specific incident and/or *routine duties* as applicable.
4. Statements made during these interviews may only be used as evidence of possible misconduct or as the basis for seeking disciplinary action against me, not for the purpose of any criminal proceedings.
5. Any statement I make during these interviews cannot be used against me in any subsequent criminal proceeding, nor can the fruits of any of my statements be used against me in any subsequent criminal proceedings.
6. I may request a person of my choice to be present to serve as a Support Observer during interview.
7. As a District employee, I am required to answer questions related to this incident.
8. If I refuse to answer questions related to the performance of my *routine duties*, I may be subject to progressive discipline up to and including termination.

ACKNOWLEDGEMENT: I have read and understand the above notification as indicated by my initials.

[REDACTED]

District Representative's Signature

9/19/12
Date

9/19/12
Date

#2473
Investigator's Signature

9/19/12 0828
Date

SUPPORT OBSERVER AGREEMENT

1. I, [REDACTED], have agreed to be a Support Observer for [REDACTED], a [REDACTED] Fire District employee, throughout the administrative investigation process started this 19 day of September, 2012.
2. I am not a witness to nor do I have any involvement in the incident under investigation
3. I am neither in the chain of command nor under the direct supervision of the above named employee.
4. I understand that no confidentiality exists regarding any communication between the above named employee and me as the Support Observer. I am expected to follow the [REDACTED] Fire District Code of Conduct with respect to any disclosure of information during this investigation.
5. I understand that I may be present at all investigative interviews and meetings between the employee and any portion or all of their supervisory staff but my role is only as a non-participatory observer.
6. I may interrupt an interview to request to speak with the employee privately, but this request will only be granted at the discretion of the investigator.
7. Throughout the investigation and possible subsequent supervisory review, I will not act as an advocate on behalf of the employee. I may, however participate in a passive role as a coach to provide information to the employee during the supervisory review.
8. I may be a Support Observer to an employee as long as it does not adversely affect my own job performance as determined by my supervisor or put the District at risk for operational readiness.
9. I may cancel my agreement to be the Support Observer at any time throughout the administrative investigation process

ACKNOWLEDGEMENT: I have read and understand the above agreement as indicated by my initials.

[REDACTED]
Support Observer's Signature

9/19/12
Date

9/19/12
Date

#2479
Investigator's Signature

9/19/12 0828
Date



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Person Interviewed: [REDACTED]

Age: [REDACTED]

Occupation:

Firefighter/Captain

Employer:

Business Address:

Business Telephone:

SYNOPSIS:

On September 19, 2012, [REDACTED] Arizona Fire District Firefighter/Captain [REDACTED] was interviewed in reference to this investigation. The following report will reflect a summary of that interview.

DETAILS:

On Wednesday, September 19, 2012, Arizona Department of Public Safety Detectives Terry Johnson, #2479, and Robert Marquez, #3780, conducted a recorded interview of [REDACTED] Arizona Fire District Captain [REDACTED]. The interview was in reference to an incident where a one hundred foot aerial platform apparatus failed on August 15, 2012, and the maintenance of the platform apparatus.

The interview was conducted at the [REDACTED] Fire District Station [REDACTED] located at [REDACTED]. The interview began at approximately 0830 hours and it concluded at approximately 0923 hours. A complete audio version of this interview will be included with this report.

Prior to the interview, Captain [REDACTED] was provided with a [REDACTED] Fire District "Garrity" Statement of Rights form. Captain [REDACTED] was asked to read and sign the statement of rights form. Captain [REDACTED] requested a support observer be present during the interview and after his request, he was provided with a [REDACTED] Fire District Support Observer Agreement form. Captain [REDACTED] was asked to read and sign the support agreement form and agreed to allow [REDACTED] Fire District Firefighter [REDACTED] to act as his support observer during the interview.

Captain [REDACTED] was asked if he had any questions regarding the statement of rights and/or the support observer agreement. Captain [REDACTED] stated he understood both forms and he did not have any questions regarding either form.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Captain [REDACTED] has been employed by the [REDACTED] Fire District for approximately ten years and he has a badge number of [REDACTED]. Captain [REDACTED] is also certified as a paramedic. He described his duties as being a direct line supervisor and he has the responsibility of being a firefighter also. At the time of the interview, Captain [REDACTED] was assigned to Station [REDACTED] which is located at [REDACTED].

Captain [REDACTED] has been approved as an "Adjunct Instructor" for the Arizona Fire Service Excellence on behalf of the Arizona Fire Services Institute. The course of instruction he was approved to instruct was driver/operator for aerial apparatus, incident command system, incident safety officer and three leadership programs.

Captain [REDACTED] provided training for the "latest group" of [REDACTED] Fire District engineers who were upgrading to an operator of the aerial apparatus (ladder truck). Captain [REDACTED] could not recall when that particular course of instruction was completed, but felt it was fairly recent.

Captain [REDACTED] explained the training was for an aerial apparatus, driver/operator course based on the standard National Fire Protection Association "1002" aerial apparatus guidelines. The "book" was developed by a company named the International Fire Service Training Association.

The individuals who attend this course of instruction were established fire truck driver/operators or engineers. The course of instruction provides the practical knowledge of how to operate the ladder truck and the other aerial apparatus in the [REDACTED] Fire District fleet of vehicles.

The attendees are instructed on the telescoping apparatus and the articling trucks. They also receive "hands on" training with the various aerial apparatus, and the ladder truck was utilized predominately during the training. The attendees are required to successfully pass written examinations and practical exercises. After the attendees have successfully completed the course of instruction they become certified as an aerial apparatus operator by the Arizona Fire Services Excellence.

During further questioning, Captain [REDACTED] stated during the course of instruction, he did cover the maintenance of the aerial apparatus. The course provides a "general umbrella" concept of the aerial apparatus safety, operation, driving and maintenance of the apparatus. According to Captain [REDACTED] the book devotes a chapter of generalized maintenance instruction on how to "check the oil," extend the ladder and how to "check them."

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J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

During the training, Captain [REDACTED] presented the Sutphen Corporation Operator and Service Manual as a power point presentation. He duplicated the documents and stored them on the [REDACTED] Fire District network server and made them available to the aerial apparatus operators for research. Captain [REDACTED] also stated he provided instruction to the most recent attendees on the generalized and the apparatus manufactures' recommended maintenance schedule.

During the interview, Detective Johnson directed Captain [REDACTED] attention to page 2-5 of the Sutphen Operator and Service Manual. Captain [REDACTED] stated he had read the manual and he was familiar with the recommended service schedule. Captain [REDACTED] was unable to recall if the specific recommended hourly maintenance schedule was included in his power point presentation or not; however, he had the intention to include the hourly schedule in his presentation.

Detective Johnson also directed Captain [REDACTED] attention to a document entitled "SHOP [REDACTED] Tower [REDACTED] hourly maintenance schedule." Captain [REDACTED] recalled seeing the document as he prepared for the course of instruction. He did not know if this document was a policy of the [REDACTED] Fire District. He thought "someone" had utilized the Operator and Service Manual to develop a quick guide reflecting a maintenance schedule for the ladder truck.

Detective Johnson explained while conducting the investigation, he reviewed the daily inspection logs of the ladder truck. During the review of the inspection logs, it was noted, on one hundred and nine occasions, there was an incomplete inspection or no inspection of the truck conducted. Detective Johnson also explained he was aware the dates of these incomplete or no inspections were prior to the training Captain [REDACTED] had recently provided.

According to Captain [REDACTED] the [REDACTED] Fire District aerial trucks are not often used and a possible explanation for the lack of inspections could be that the ladder truck was out of service. If it was determined the truck was not out of service than he felt there was a sufficient issue with the inspections not being completed.

Detective Johnson also explained engineers that had been interviewed during this investigation have indicated the training provided to them has not been adequate, some do not feel comfortable in lubricating the pulleys, or they never touch the pulleys. Based on his knowledge of being an aerial apparatus instructor, Captain [REDACTED] stated the established engineers should have received generalized maintenance training from the governing body who certified them. Additionally, the engineers should have received the same training based on the National Fire Protection standard 1002 aerial apparatus guidelines. Captain [REDACTED] thought with this training, the engineers should have been comfortable with the maintenance of the ladder truck.

Detective Name	ID Number	Location	Date	Supervisor
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ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Additionally, Captain [REDACTED] thought the established engineers would have a good generalized knowledge of how an aerial apparatus worked. However, the [REDACTED] Fire District has a Sutphen SPH 100 model truck and the engineer may have never seen this truck before. The engineer would need to know and become familiar with the nomenclatures of this particular truck.

During the interview, Detective Johnson and Captain [REDACTED] discussed the damage to the pulleys, pins and bearings that were discovered when the pulleys were removed from the ladder truck on August 16, 2012. Captain [REDACTED] disagreed with Detective Johnson's statement that the interior of the pulleys and pins did not have grease on them when they were removed. Detective Johnson explained a number of trained mechanics and design engineers had examined the pulleys and bearings and they all have said there was a lack of lubrication to the pulleys. However, neither the mechanics, nor the design engineers offered an explanation for the reason why there was a lack of lubrication.

Captain [REDACTED] agreed with the thought of, in the future, the engineers assigned to the ladder truck attend a course of instruction of how to properly identify and lubricate all of the grease fittings on the ladder truck. This training would also bring all of the engineers "comfort" level up being able to identify when and how to properly maintain the various components of the ladder truck.

Captain [REDACTED] also felt, in the future, the [REDACTED] Fire District should develop a procedure of documenting the actual and/or estimated hours the ladder is in use. Captain [REDACTED] also thought one of the best methods to correct the maintenance issue would be to focus on how to "make this better." The possibility of including a section on the truck check list where an engineer would initial when he lubricated the pulleys would be beneficial.

Captain [REDACTED] stated if the engineer had a diminishing comfort level, than that needs to be identified and it is the individual's responsibility to say something about it. Once the diminishing comfort level is identified, then the individual should be provided training to correct the problem. Captain [REDACTED] further stated he would be willing to provide the training as continuing education for the engineers.

Captain [REDACTED] explained the recommendations to correct this issue and to prevent a future failure would to ensure "everything" would be in accordance with the aerial portion of National Fire Protection Association "1002" guidelines. The [REDACTED] Fire District may need to improve the mechanism for identifying a deficiency and "move forward" in correcting the deficiency.

Captain [REDACTED] stated he did not have a problem with the [REDACTED] Fire District developing a standard operating guideline of when the maintenance schedule for the pulleys and cables should occur.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759



ARIZONA DEPARTMENT OF PUBLIC SAFETY INTERVIEW SUMMARY

DR NUMBER: [REDACTED]

Additionally, Captain [REDACTED] stated the engineers should be honest with them self and identify their own deficiency or lack of comfort level. If an engineer "doesn't" know something about the truck, they should refer to the "books" that are provided in the station. If they can not find an answer, they should bring their questions to another engineer or the chain of command. If he is inserted into the chain of command, Captain [REDACTED] would assist the engineer in correcting the issue or answering the questions.

For further information regarding this interview, please refer to the audio version of this interview.

Detective Name	ID Number	Location	Date	Supervisor
J. Johnson	2479		10/24/2012	Sergeant J. Lane, #3759

TEXAS ENGINEERING EXTENSION SERVICE

The Texas A&M University System

As an accredited agency of the

National Board on Fire Service Professional Qualifications

Hereby certifies

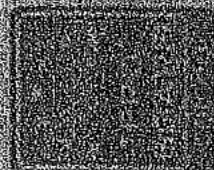
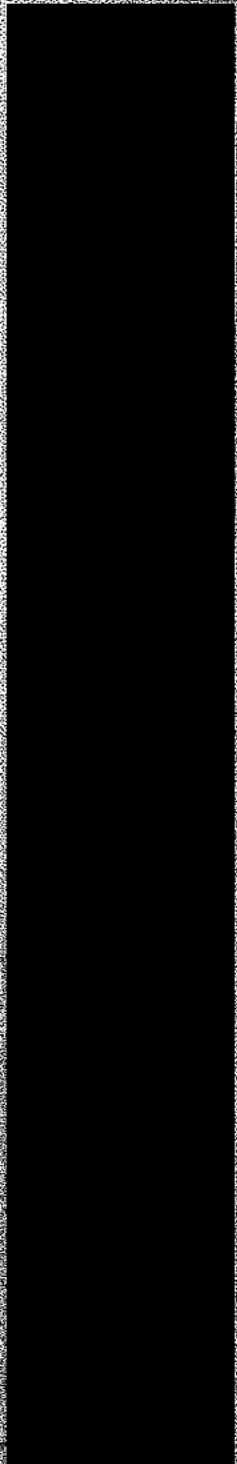


as

Fire Apparatus Driver/Operator: Aerial

(NFPA 1002 2003 Ed.)

May 4, 2009



Arizona Center for Fire Service Excellence

Bob Hansen
Chairperson

Robert Barger
State Training Director

February 1, 2012

Mr. [REDACTED]

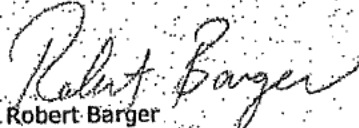
You have been recommended by the Arizona Fire Chiefs Association (AFCA), Training Section, Instructor Review Committee for approval as an Adjunct Instructor for the Arizona Center for Fire Service Excellence (AzCFSE).

The Arizona Center for Fire Service Excellence, on behalf of the Arizona Fire Services Institute (AFSI), concurs with the committee recommendation and hereby designates you as an Adjunct Instructor for AzCFSE for the following courses/programs in addition to the courses you were previously approved for:

1. Driver/Operator - Aerial Apparatus (Certificates of Completion only)
2. Incident Command System (ICS)
3. Incident Safety Officer (ISO)
4. Leadership I, II & III

If you have any questions, please contact AzCFSE at 623-333-6501.

Sincerely,


Robert Barger
State Training Director

Arizona State Fire Training Committee
PO Box 132
Avondale, AZ 85323-0050



OFFICE OF THE STATE FIRE MARSHAL



JANICE K. BREWER
GOVERNOR

ROBERT BARGER
DIRECTOR

PHIL MELE
FIRE MARSHAL

1110 WEST WASHINGTON, SUITE 100
PHOENIX, ARIZONA 85007
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(602) 364-1084 FAX

400 WEST CONGRESS, SUITE 121
TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

March 9, 2009

[REDACTED]

You have been recommended by the Review Committee for approval as an authorized State Fire Instructor.

The Office of the State Fire Marshal has accepted this recommendation and recognizes you as an approved State Fire Instructor for the following Courses/Programs:

1. Fire Fighter I & II
2. Fire Instructor I & II
3. Driver/Operator
4. Fire Officer I & II
5. Hazardous Materials FRO

If you have any questions, please call me at 602/364-1079 or by email at paul.wobosel@dfbls.az.gov

Sincerely,

Paul Wobosel
State Fire Training Director

Daily Vehicle Check: Tower

Revised: 9/12/2010

Month/Year: _____

Shop #: _____

Dates:	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Crew 1							
Crew 2							
Crew 3							
Crew 4							
Mileage: 1st and 15th							
Engine Hrs: 1st and 15th							
Aerial Hours 1st and 15th							
Generator Hours 1st and 15th							
Fuel Level: Capacity: 65 gallons							
Warning Lights, Buzzers, etc.							
Gauges & Instruments							
Oil/Air Pressure							
Oil/Transmission Temp.							
Coolant Temp.							
Electrical: Volts/Amps							
Radios/Headsets/Cell Phone/Pager							
Clipboard/Paperwork/Maps/Passport							
Safety Vest/Brush Shirts/Fire Shelter							
Survivor Flashlights							
Supra Key / RAD Detector							
Thermal Camera (TIC) Batteries							
Lights: Running/warning/scene							
Code 3 Equipment							
Tires / Wheels							
10 Step Air Brake Check (see back)							
Detailed Aerial Check (see pg. 3)							
Aerial PTO - #1							
Hydraulic Generator PTO - #2							
Cab / Hood Tilt-Eng. Inspect (see pg. 2)							
Water Tank Level 300 gallons							
Foam tank Level 30 gallons							
Daily Pump Check							
Detailed Pump Check (see pg. 2)							
Jump Bags (Airway/Trauma/Peds)							
O2 Level							
ECG Monitor							
CEP Drug Box / RSI Drug Box							
Suction Unit							
Miscellaneous Supplies							
Drinking Water							
Hand Tools/Wild Land/Appliances							
Engineers Headset/Flashlights							
Portable Extinguishers (ABC/PW)							
Power Tools / Fuel Cans							
Run Power Tools (see back)							
Tool Bag/Tools/Slim Jim							
Snake Box/Pole							
Foam containers/Eductor							
SCBA/Spare Air Bottles							

FIRE EQUIPMENT							
Safety Equipment: Cones, Flares							
Wheel Chocks							
Ladders							
Portable Monitor w/ chains							

	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
SCBA 1 Captain						*	
SCBA 2 Engineer						*	
SCBA 3 FF #1						*	
SCBA 4 FF #2						*	
RIC BAG						*	
Spare 1						*	
Spare 2						*	
Spare 3						*	
Spare 4						*	
Spare 5						*	
Spare 6						*	

	Sun.	Wed.	Tues.
Check Fluids			
Engine Oil			
Transmission			
Coolant			
Brake/Air Pressure			
Power Steering			
Wiper Fluid			
Check Battery/Battery			
Check Belts/Hoses			
Check Breather Valve/Transmission			
Check Front Brakes & Lines			
Check Rear Brakes and Lines			
Ck Suspension/Steering Components			
Check Drive Line			
Check for any Fluid Leaks/Note			
Check Front/Rear Tire Wear/Tread			

Check Tire Pressures	LF	RF	LF	RF
All at 120				
2nd Axle	O-LR	O-RR	O-LR	O-RR
0 = Outside	I-LR	I-RR	I-LR	I-RR
1 = Inside				
3rd Axle	O-LR	O-RR	O-LR	O-RR
	I-LR	I-RR	I-LR	I-RR

Check gauges:	Date	Sat.
Engine RPM		
Temperature		
Fuel		
Check Pump Volt/Amps		
Inspect/Operate Drain Valves		
Inspected all Intakes/Discharges		
Check Priming Pump Operation		
Check Proper Operation of Relief Valve		
Flush & Drain Discharges		
1st Sat. of month Flush and Refill Tank		
Foam System Operational Check		

10 Step Air-Brake Check	Tues.
1. Air Chambers, Air lines	
2. Check Drums/Disc, Shoes/Pads	
3. Test Low Air-Pressure Warning	
4. Automatic Spring Brake Set	
5. Rate of Air-Pressure Build up	
6. Test Air Leakage Rate	
7. Check Air-Compressor Governor Cut In/Out	

	Mon.	Thurs.
Hydraulic Generator		
Portable Generator		
Fan's 1 and 2		
Circular Saw/Blades		
Chain Saw/Inspect Chain		
Power plant-Rescue Tool		
Spreaders Cutters		
Short ram Long Ram		
Inspect Saws-all		
Refuel as Needed		
Check Maint. Tag		
Inspect Ladders/Halyards/Locks/etc.		

Perform Weekly SCBA Inspections
(See Weekly SCBA Inspection Sheet)
Date: Initials:
Date: Initials:

	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Hydraulic Reservoir Level							
Hydraulic Leaks							
Functional Graphic Display Panel							
R / L Mid-Ship Stabilizers							
Auxiliary Ground Pads							
Rear Jacks							
Front Cab Jacks							
Stabilizer Interlock Graphic Display							
Audible Warning System							
Aux. Hydraulic Pump							
Hydraulic Transfer / Upper Power							
Emergency Hydraulic Pump/Controls							
Breathing Air System Pressure							
Raise / Lower							
Extend / Retract							
360 R / L Full Rotation @ 80 degrees							
Functional Graphic Display Panel							
Boom lights - Alarm Test - Ladder Lights							
PA / PPT Mike							
Turn Table Flood Lights							
Bucket Control Switch							
Safety Override Switch's							
Manual Hydraulic Override Controls							
Pedestal Hydraulic Lines, Any Leaks							
Safety Lines							
Smart Boom Warning System							
Stabilizer Interlock Override							
Rotational Interlock System							
Emergency Hydraulic Controls							
Functional Graphic Display Panel							
Bucket Control Power							
High Range / Creep Mode							
Raise / Lower							
Extend / Retract							
Rotation R / L							
Self Leveling System/Erg. Stop/Disable							
Leveling System Override							
Hyd. Reservoir for Leveling System							
Spot / Flood Lights / Ladder Lights							
Panel Light, Alarm Silence							
Manual and Remote Nozzle Controls							
Master Streams, Aux. Discharges							
Water Control Valves							
Platform Folding Egress Ladder							
Stokes Basket Arms, Lifting Eyes							
Breathing Air Gauge and Hook Ups							
Access/Egress Doors							
Hand Tools / Holders							
5 Ladder Sections, Slide Block Paths							
Aerial Extension / Retraction Cylinders							
Water Way Tubes							
Turn Table Hydraulic Lines							
Sheaves and Cables							
Cable Track / Wiring Harness							

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FIRE DISTRICT

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INTENT OF SPECIFICATIONS

It is the intent of these specifications to cover the furnishing and delivery to the purchaser a complete apparatus equipped as hereinafter specified. With a view of obtaining the best results and the most acceptable apparatus for service in the fire department, these specifications cover only the general requirements as to the type of construction and tests to which the apparatus must conform, together with certain details as to finish, equipment and appliances with which the successful bidder must conform. Minor details of construction and materials where not otherwise specified are left to the discretion of the contractor, who will be solely responsible for the design and construction of all features. The apparatus will conform to the requirements of the current (at the time of bid) National Fire Protection Association Pamphlet #1901 for Motor Fire Apparatus unless otherwise specified in these specifications.

Bids will only be considered from companies which have an established reputation in the field of fire apparatus construction and have been in business for a minimum of ten (10) years.

Each bid will be accompanied by a set of "Contractor's Specifications" consisting of a detailed description of the apparatus and equipment proposed and to which the apparatus furnished under contract must conform. Computer run-off sheets are not acceptable as descriptive literature.

The specifications will indicate size, type, model and make of all component parts and equipment.

QUALITY AND WORKMANSHIP

The design of the apparatus must embody the latest approved automotive engineering practices.

The workmanship must be the highest quality in its respective field. Special consideration will be given to the following points: Accessibility to various areas requiring periodic maintenance, ease of operation (including both pumping and driving) and symmetrical proportions.

Construction must be rugged and ample safety factors must be provided to carry loads as specified and to meet both on and off road requirements and speed as set forth under "Performance Test and Requirements."

PERFORMANCE TESTS AND REQUIREMENTS

A road test will be documented with the apparatus fully loaded and a continuous run of ten (10) miles or more will be made under all driving conditions, during which time the

apparatus will show no loss of power or overheating. The transmission drive shaft or shafts, and rear axles will run quietly and free from abnormal vibration or noise throughout the operating range of the apparatus. The apparatus, when loaded, will be approximately 66% on the rear axle. The successful bidder will furnish a weight certification showing weight on the front and rear axle, and the total weight of the completed apparatus at the time of delivery.

- a. The apparatus must be capable of accelerating to 30 MPH from a standing start within 25 seconds on a level concrete highway without exceeding the maximum governed engine RPM.
- b. The service brakes will be capable of stopping the fully loaded vehicle within 35 feet from a speed of 25 MPH on a level concrete highway.
- c. The apparatus, fully loaded, will be capable of obtaining a speed of 50 MPH on a level highway with the engine not exceeding 95% of its governed RPM (full load).
- d. The apparatus will be tested and approved by a qualified testing agency in accordance with their standard practices for pumping engines.
- e. The contractor will furnish copies of the Pump Manufacturer's Certification of Hydrostatic Test (if applicable), the Engine Manufacturer's current Certified Brake Horsepower Curve and the Manufacturer's Record of Construction Details.

FAILURE TO MEET TESTS

In the event the apparatus fails to meet the test requirements of these specifications on the first trial, a second trial may be made at the option of the bidder within thirty (30) days of the date of the first trials. Such trials will be final and conclusive and failure to comply with these requirements will be cause for rejection. Permission to keep and/or store the apparatus in any building owned or occupied by the purchaser will not constitute acceptance of same.

EXCEPTIONS TO SPECIFICATIONS

The following specifications will be strictly adhered to. Exceptions will be considered if they are deemed equal to or superior to the specifications, provided they are fully explained on a separate page entitled "EXCEPTIONS TO SPECIFICATIONS." Exceptions will be listed by page and paragraph.

Failure to denote exceptions in the above manner will result in immediate rejection of the proposal. In addition a general statement taking "TOTAL EXCEPTION" to the

specifications will result in immediate rejection of bid.

GENERAL CONSTRUCTION

The apparatus will be designed and the equipment mounted with due consideration to distribution of load between the front and rear axles so that all specified equipment, including filled water tank, a full complement of personnel and fire hose will be carried without injury to the apparatus. Weight balance and distribution will be in accordance with the recommendations of the International Association of Fire Chiefs and National Fire Association (or American Insurance Association). Certified Laboratories certificate will be submitted by the manufacturer. Weight of apparatus will meet all federal axle load laws.

DELIVERY REQUIREMENTS

The apparatus will be completely equipped as per these specifications upon arrival and on completion of the required tests will be ready for immediate service in the fire department of the purchaser. Any and all alterations required at the scene of delivery to comply with these specifications must be done at the contractor's expense.

PURCHASER RIGHTS

The Purchaser reserves the right to accept or reject any bid. The purchaser also reserves the right to award in their best interest and reserves the right to waive any formalities.

U.S.A. MANUFACTURER

The entire apparatus will be assembled within the borders of the Continental United States to insure more readily available parts (without added costs and delays caused by tariffs and customs) and service, as well as protecting the purchaser should legal action ever be required.

MANUFACTURER'S EXPERIENCE

Each manufacturer will have been in business making similar apparatus for a minimum of twenty (20) years and must have had single ownership for more than twenty-five (25) years.

ELIMINATION OF DIVIDED RESPONSIBILITY

It is required that each bidder produce both the chassis and complete apparatus. To eliminate divided responsibility and service, the chassis and body must be manufactured by the same Company. Manufacturer will state the number of years the

Company has been producing their own chassis and body. Manufacturer will state compliance with the paragraph. NO EXCEPTIONS.

FAMA COMPLIANCE

Manufacturer must be a current member of the Fire Apparatus Manufacturer's Association.

APPROVAL DRAWING

After the award of bid and pre-construction conference, a detailed layout drawing depicting the apparatus layout and appearance including any changes agreed upon will be provided for customer review and signature. The drawing will become part of the contract documents. The drawing will consist of left side, right side, frontal and rear elevation views. Apparatus equipped with a fire pump, will have a general layout view of the pump operators panel scaled the same as the elevation views.

PRE-CONSTRUCTION CONFERENCE

After award of the contract, and prior to construction of the apparatus, a pre-construction conference will be held at the facility of the manufacturer.

PERFORMANCE BOND

Within twenty (20) days of notification to the successful bidder by the purchaser, prior to any work commencing on the proposed apparatus, the successful bidder will, at their own expense, obtain and submit to the purchasing entity a performance bond in the amount of 100% equal to the total contract price.

Additionally, each bidder must disclose the price/amount it pays for bonding, per \$1,000. This is to demonstrate the economic stability and credit worthiness of the bidder. NO EXCEPTIONS.

CHASSIS

The chassis will be manufactured in the factory of the bidder. The chassis will be designed and manufactured for heavy duty service with adequate strength and capacity of all components for the intended load to be sustained and the type of service required. There will be no divided responsibility in the production of the apparatus.

ALUMINUM CAB

The cab will be a full tilt 6-person cab designed specifically for the fire service and manufactured by the chassis builder.

Cab will be built entirely by the apparatus manufacturer within the same facilities (no exceptions). Rear of the cab will be slanted forward at the top rear for mid-ship aerial use. The outside of the rear cab wall will be aluminum diamond plate.

CAB DESIGN

The cab will be designed specifically for the fire service and manufactured by the

chassis builder.

The apparatus chassis will be of an engine forward, fully enclosed tilt cab design. There will be four (4) side entry doors.

The cab will be of a fully open design with no divider wall or window separating the front and rear cab sections.

Construction of the cab will consist of high strength 5052H32 aluminum welded to extruded aluminum framing of 6061-T6 material.

The cab roof will utilize extruded, radiused outer corner rails with integral drip channel and box tubing type cross brace supports.

The cab sides will be constructed from extruded door pillars and posts that provide a finished door opening, extruded and formed wheel well openings supports, formed aluminum wheel well liners and box tubing type support braces.

The cab floor and rear cab wall will utilize box tubing type framing and support bracing.

The framework will be of a welded construction that fully utilizes the structural frame of the cab.

The structural extrusion framework will be overlaid with interlocked aluminum alloy sheet metal panels to form the exterior skin of the cab.

The structural extrusion framework will support and distribute the forces and stresses imposed by the chassis and cab loads and will not rely on the sheet metal skin for any structural integrity.

CAB DIMENSIONS

The cab will be designed to satisfy the following minimum width and length dimensions:

Cab Width (excluding mirrors)	98"
Cab Length (from C/L of front axle)	
To front of cab (excluding bumper)	68"
To rear of cab	62"
Total Cab Length (excluding bumper)	130"

CAB MOUNTING

The cab mounting system will use a steel sub frame, isolated from the cab with six (6) rubber mounts, to minimize chassis vibration and torsional loads from being induced

into the cab structure. The two tilt pivot points will have stainless steel bushing and grease fittings for lubrication and smooth tilting of the cab.

INTERIOR

The cab interior will have Zolatone gray/black rubberized, mar resistant, textured finish.

FENDER CROWNS

Polished stainless steel front axle fenderettes with full depth radiused wheel well liners will be provided.

GRILLE

The front of the cab will be equipped with a grille with sufficient area to allow proper air flow into the cooling system and engine compartment.

CAB INSULATION

The cab will be insulated in a manner to reduce noise levels inside the cab. The cab interior sound levels will not exceed 90 decibels at 45 mph in all cab seat positions.

ROOF DESIGN

The cab will be of a flat roof design with side drip rails and will satisfy the following minimum height dimensions:

Cab Dimensions Interior

Front	59"
Rear	55"

Cab Dimensions Exterior

Front	65"
Rear	65"

DIAMOND PLATE, CAB ROOF

The roof of the cab will have a diamond plate overlay. The overlay will be constructed of .125" aluminum serrated diamond plate and measure 30" x 60".

DOORS

The cab doorframes will be constructed from aluminum extrusions fitted with an aluminum sheet metal skin and will be equipped with dual weather seals. The cab

doors will be equipped with heavy-duty door latching hardware, which complies with FMVSS 206. The mechanics of the door operation will utilize rod linkage for positive operation. A rubber coated nylon web doorstop will be provided.

The doors will be lap type with a full-length stainless steel 3/8" diameter hinge and will be fully adjustable.

All openings in the cab will be grommeted or equipped with rubber boots to seal the cab from extraneous noise and moisture.

The cab doors will be designed to satisfy the following minimum opening and step area dimensions:

Door Opening:	
Front	36.5" x 73"
Rear	36.5" x 73"

The cab doors will have brushed severe duty 304 stainless steel interior door panels.

EXTERIOR GLASS

The cab windshield will be of a two piece curved design utilizing tinted, laminated, automotive approved safety glass and will have a minimum area of 2,700 square inches. The window will be held in place by an extruded rubber molding with a chrome plated decorative locking bead. The cab will be finished painted prior to the window installation.

Two (2) fixed position side windows will be provided between the forward cab area and the crew cab area, one (1) each side and will utilize tinted, tempered automotive approved safety glass. The windows will be approximately 20.5" high x 16.50" wide to provide maximum visibility. The side windows will be held in place by an extruded rubber molding with a chrome plated decorative locking bead.

The cab door and canopy windows will utilize tinted, automotive approved safety glass.

Two (2) sliding rear windows approximately 15" x 17" will be installed on the rear wall of the cab.

POWER WINDOWS

All four cab entry doors will have power windows. Each door will be individually operated and the driver's position will have master control over all windows. The front windows will roll down completely.

SUN VISORS

The sun visors will be made of dark smoke colored transparent polycarbonate. There will be a visor located at both the driver and officer positions.

CAB STEPS

The lower cab steps will be no more than 22" from the ground. An intermediate step will be provided, mid way between the lower cab step, and the cab floor.

The intermediate step will be slightly inset to provide for safer ingress and egress. All steps will be covered with material that exceeds the NFPA requirements for stepping surfaces.

STEP LIGHTS

A white LED strip light will illuminate each interior cab step. These lights will illuminate whenever the battery switch is on and the cab door is opened.

CAB TILT SYSTEM

An electric over hydraulic cab tilt system will be provided in order to facilitate the lifting of the cab allowing full access to the engine and accessories mounted under the cab.

The cab will be mounted to a steel box tube sub-frame through the use of high durometer rubber mounts. The raising of the tilt cab will be accomplished through a hydraulic lift system consisting of two (2) hydraulic lift cylinders, an electrically driven hydraulic pump, two (2) hydraulically activated latches, and an electrical control switch. The hydraulic lift cylinders will be coupled to the steel cab sub-frame (not directly to the cab) with greaseable Kaiser bushing for the pivot point. The above-described sub-frame will be used to minimize stress to the cab during lifting operations.

The hydraulic cylinders will lift the cab to a tilt angle of 45 degrees, exposing the engine and accessories for service. A safety locking system will be provided that will release automatically when the cab is tilted up or down.

The lift system will operate in a smooth and safe manner and will include cylinder interlocks to ensure that the cab will remain in a fixed position in the event of a failure in the system.

CAB STRUCTURAL INTEGRITY

The cab of the apparatus will be designed and so attached to the vehicle as to

eliminate, to the greatest possible extent, the risk of injury to the occupants in the event of an accident.

The apparatus cab will be tested to specific load and impact tests with regard to the protection of occupants of a commercial vehicle.

A test will be conducted to evaluate the frontal impact strength of the apparatus cab to conform to the test J2420 and the "United Nations Regulation 29, Annex 3, paragraph 4, (Test A). A second test will be conducted to evaluate the roof strength of the apparatus cab to conform to the Society Of Automotive Engineers (SAE) SAE J2422/SAE J2420 and "United Nations Regulation 29, Annex 3, paragraph 5, (Test B) and SAE J2420. The evaluation will consist of the requirements imposed by ECE Regulation 29, Paragraph 5.

The test will be conducted by a certified independent third party testing institution.

A letter stating successful completion of the above test on the brand of cab being supplied will be included in the bid. There will be "no exception" to this requirement.

MANUAL CAB LIFT

There will be a manually operated hydraulic pump for tilting the cab in case the main pump should fail. The operator will be located under the left front corner of the front bumper.

WORK SURFACE

There will be a flat work surface in front of the officer's seat.

DELUXE CONSOLE

There will be a deluxe console mounted on the engine hood between the driver and officer. The console will be covered in black vinyl material to match the engine hood. The console will come complete with two drink holders, and recessed wells for storage of gloves or other miscellaneous items.

The outboard sections will contain duct work to direct air flow from the heater/AC towards the driver and officer.

EMS CABINET

There will be a cabinet constructed of .125 aluminum plate and painted to match the interior of the cab. The cabinet dimensions will be approximately 36" wide x 18" deep. The cabinet will extend from the seat riser to the roof of the cab. The cabinet will come

complete with a locking roll up door and two adjustable shelves. Strip lighting will be provided in the cabinet. The cabinet will be located on the center of the back wall of the cab.

INTERIOR DOOR PANELS

The interior of the cab entry doors will have a 304 brushed stainless steel scuff plate, contoured to the door, from the door sill down.

The lower portion of the doors will also have a 304 brushed stainless steel scuff plate and will include a total of 245 square inches of reflective material on each door, exceeding the NFPA requirement of 96 square inches. The layout will be opposing ruby red "chevron" stripes on each side. The red striping will be laid over white 3M reflective materials. The reflective decal will be plainly visible to oncoming traffic when the doors are in the open position.

CAB ACCESSORY FUSE PANEL

A fuse panel will be located in the rear crew area next the rear facing seat behind the officer. The fuse panel will consist of six (6) battery hot and six (6) ignition switch circuits. Each circuit will be capable of 10-ampere 12-volt power and total output of 50-amps. The fuse panel will be capable of powering accessories such as hand held spotlights, radio chargers, hand lantern chargers and other miscellaneous 12-volt electrical components.

12 VOLT FRIDGE

A 12 volt refrigerator will be provided and installed in the EMS compartment inside the cab. **AIR HORNS**

Two (2) Grover 2040 Stuttertone rectangular, chrome plated, air horns will be recess mounted, one (1) each side behind the perforated grille of the bumper. The air horns will be controlled by a toggle switch wired through the horn button. A foot switch for the air horns will also be provided on the officer's side.

ALTERNATOR

A 320 ampere Prestolite/Leece Neville alternator with serpentine belt will be provided. The alternator will generate 260 amperes at idle.

A low voltage alarm, audible and visual, will be provided.

FRONT AXLE

The front axle will be a Meritor™ MFS-20-133A 3.74" drop beam with a capacity of

22,000 pounds. The axle will be hub piloted, 10 stud, furnished with oil seals and come complete with assist cylinder, hoses, and mounting brackets.

REAR AXLE

The rear axle will be a Meritor™ RT-48-160 Tandem drive axle with a capacity of 48,000 lbs. The axles will be hub piloted, 10 studs, furnished with oil seals.

TOP SPEED

Rear axle speed approximately 65 MPH.

BATTERIES

The battery system will be a single system consisting of four negative ground, 12 volt Interstate Group 31 MHD batteries, cranking performance of 950 CCA each with total of 3800 amps, 185 minute reserve capacity with 25 ampere draw at 80 degrees Fahrenheit. Each battery will have 114 plates. Warranty will be accepted nationwide.

The batteries will be installed in a vented 304 stainless steel battery box with a removable aluminum cover to protect the batteries from road dirt and moisture. The batteries are to be placed on dri-deck and secured with a fiberglass hold down. The batteries will be wired directly to starter motor and alternator.

The battery cables will be 3/0 gauge. Battery cable terminals will be soldering dipped, color-coded and labeled on heat shrink tubing with a color-coded rubber boot protecting the terminals from corrosion.

There will be a 350-ampere fuse protecting the pump primer and a 250-ampere fuse protecting the electric cab tilt pump and other options as required.

BATTERY CHARGING

A Kussmaul Auto Charge 1200 battery system charger will be provided. The Auto Charge 1200 is a fully automatic battery charger with a very high output for vehicles with a single battery system. A single bar graph display is provided to indicate the state of charge of the battery system. The rated output will be 40 amps for the vehicle battery system.

A Kussmaul Model 091-55-20-120 super electric auto-eject with weatherproof cover and power interrupt will be provided.

BATTERY JUMPER TERMINAL

There will be one set (two studs) of battery jumper terminals located by the battery box under the cab. The terminals will have plastic color-coded covers. Each terminal will be tagged to indicate positive/negative.

AIR DISC BRAKES

The apparatus will be equipped with Arvin Meritor DiscPlus EX225 Air Disc Brakes. Each disc brake assembly will include one (1) 17" vented rotor, one (1) lightweight hub, one (1) twin-piston caliper, and two (2) quick-change pads.

BRAKE WARRANTY

The brakes will carry Meritor's three (3) year unlimited mile warranty, exclusive of wear items.

AIR BRAKE SYSTEM

The vehicle will be equipped with air-operated brakes. The system will meet or exceed the design and performance requirements of current FMVSS-121 and test requirements of current NFPA 1901 standards.

Each wheel will have a separate brake chamber. A dual treadle valve will split the braking power between the front and rear systems.

All main brake lines will be color-coded nylon type protected in high temperature rated split plastic loom. The brake hoses from frame to axle will have spring guards on both ends to prevent wear and crimping as they move with the suspension. All fittings for brake system plumbing will be brass.

A Meritor Wabco System Saver 1200 air dryer will be provided.

The air system will be provided with a rapid build-up feature, designed to meet current NFPA 1901 requirements. The system will be designed so the vehicle can be moved within 60 seconds of startup. The quick build up system will provide sufficient air pressure so that the apparatus has no brake drag and is able to stop under the intended operating conditions following the 60-second buildup time. The vehicle will not be required to have a separate on-board electrical air compressor or shoreline hookup to meet this requirement.

Six (6) supply tanks will be provided. One air reservoir will serve as a wet tank and a minimum of one tank will be supplied for each the front and rear axles. A Schrader fill valve will be mounted in the front of the driver's step well.

A spring actuated air release emergency/parking brake will be provided on the rear axle. One (1) parking brake control will be provided and located on the engine hood next to the transmission shifter within easy reach of the driver. The parking brake will automatically apply at 35 ± 10 PSI reservoir pressure. A Meritor WABCO IR-2 Inversion Relay Valve, supplied by both the Primary and Secondary air systems, will be used to activate the parking brake and to provide parking brake modulation in the event of a primary air system failure.

Accessories plumbed from the air system will go through a pressure protection valve and to a manifold so that if accessories fail they will not interfere with the air brake system.

AIR BRAKING ABS SYSTEM

A Wabco ABS system will be provided to improve vehicle stability and control by reducing wheel lock-up during braking. This braking system will be fitted to axles and all electrical connections will be environmentally sealed from water and weather and be vibration resistant.

The system will constantly monitor wheel behavior during braking. Sensors on each wheel transmit wheel speed data to an electronic processor, which will sense approaching wheel lock and instantly modulate brake pressure up to 5 times per second to prevent wheel lock-up. Each wheel will be individually controlled. To improve field performance, the system will be equipped with a dual circuit design. The system circuits will be configured in a diagonal pattern. Should a malfunction occur, that circuit will revert to normal braking action. A warning light at the driver's instrument panel will indicate malfunction to the operator.

The system will consist of a sensor clip, sensor, electronic control unit and solenoid control valve. The sensor clip will hold the sensor in close proximity to the tooth wheel. An inductive sensor consisting of a permanent magnet with a round pole pin and coil will produce an alternating current with a frequency proportional to wheel speed. The unit will be sealed, corrosion-resistant and protected from electro-magnetic interference. The electronic control unit will monitor the speed of each wheel sensor and a microcomputer will evaluate wheel slip in milliseconds.

BUMPER

There will be a 12" high double rib polished stainless steel wrap-around bumper provided at the front of the apparatus. Laser cut perforated grilles will be incorporated into the bumper and located at the outboard of the frame rails for the air horns and at the center for the siren speaker. The bumper will be mounted to a reinforcement plate constructed of $1/4" \times 10" \times 70"$ carbon steel. A gravel shield will be provided,

constructed of .188" aluminum diamond plate. The bumper extension will be approximately 24".

DIAMOND PLATE BUMPER LID

There will be a 1/8" diamond plate cover with latches provided for the front bumper trough. The cover will have a 2" rise to accommodate the storage well requirements.

STORAGE WELL COMPARTMENT

There will be a hose well compartment located in the center of the front bumper. The compartment will run the full width of the bumper and measure approximately 11" deep x 71" wide x 15" long (9,200 in³). The compartment will be constructed of .125" smooth aluminum plate.

COOLING SYSTEM

The cooling system will have sufficient capacity to keep the engine properly cooled under all conditions of road and pumping operations. The cooling system will be designed and tested to meet or exceed the engine and transmission manufacturers and EPA requirements. The complete cooling system will be mounted in a manner to isolate the system from vibration and stress. The individual cores will be mounted in a manner to allow expansion and contraction at various rates without inducing stress to the adjoining core(s).

RADIATOR

The radiator will be a cross-flow design constructed completely of aluminum with welded side tanks. The radiator will be bolted to the bottom of the charge air cooler to allow a single depth core, thus allowing a more efficient and serviceable cooling system.

The radiator will be equipped with a drain cock to drain the coolant for serviceability.

COOLANT

The cooling system will be filled with Extended Life Coolant to provide a longer life cycle and reduced change intervals. The coolant makeup will contain ethylene glycol and deionized water to keep the coolant from freezing to a temperature of -34 degrees F.

HOSES & CLAMPS

Silicone hoses will be provided for all engine coolant lines.

All radiator hose clamps will be spring loaded stainless steel constant torque hose clamps for all main hose connections to prevent leaks.

CHARGE AIR COOLER

The charge air cooler will be of a cross-flow design and constructed completely of aluminum with welded side tanks. The charge air cooler will be bolted to the top of the radiator to allow a single depth core, thus allowing a more efficient and serviceable cooling system.

FAN

The engine cooling system will incorporate a heavy-duty composite 11-blade fan.

A shroud and recirculation shield system will be used to ensure air that has passed through the radiator is not drawn through again.

The fan tip to radiator core clearance will be kept at a minimal distance to increase the efficiency of the fan and reduce fan blast noise.

SURGE TANK

The cooling system will be equipped with a surge tank. The surge tank will be equipped with a low coolant probe and sight glass to monitor the coolant level. The surge tank will have a cap that meets the engine manufacturer's pressure requirements as well as the system design requirements.

DRIVELINE

The driveline will consist of Spicer 1710 series, or equal, dual grease fitting universal joints with "Half-Round" end yokes. The drive shaft will be built with a heavy-duty steel tube 4.095" outside diameter x .180 wall thickness. The shafts will be dynamically balanced prior to installation into the chassis. A splined slip joint will be provided in each shaft assembly. Universal joints will be extended life. There will be two (2) Zerk fittings in each universal joint assembly so the joint can be greased without turning the shaft.

ENGINE ENCLOSURE

An integral, formed aluminum engine enclosure will be provided. The engine enclosure will be of a contoured design to blend in an aesthetically pleasing manner with the interior dash and flooring of the cab. The enclosure will be kept as low as possible to provide the maximum space.

The enclosure will be covered in a heavy duty black vinyl, molded to fit the exterior of the engine enclosure to reduce noise and heat in the cab. The inside of the engine enclosure will have a sound deadening insulation system. The cab interior will have a sound-deadening package to help minimize the noise (DB) levels and eliminate engine heat from the front and rear of the cab.

A work light will be installed in the engine enclosure with an individual switch located on the base of the light.

ENGINE

The apparatus will be powered by a Cummins Diesel ISM 500 H.P. @ 2100 R.P.M., 1550 ft. lb. torque @ 1200 R.P.M.

ENGINE WARRANTY

The engine will have a five year or 100,000 mile warranty and approval by Cummins for installation in the chassis.

AIR COMPRESSOR

The air compressor will be an 18.7 CFM engine driven Wabco.

STARTER

The starter will be a 12-volt Delco Remy model 42MT controlled by a switch on the left lower cab dash.

FUEL FILTERS

The engine fuel filters will be mounted in a manner that is easily accessible for service or replacement. A primary and secondary filter will be provided and will be approved for use by the engine manufacturer.

EXHAUST SYSTEM

The engine exhaust system will be horizontal design constructed from heavy-duty truck components. All exhaust tubing will be aluminized. A 30" length of stainless steel flex tube will be used to isolate the exhaust system from the engine. The outlet will be directed to the forward side of the rear wheels, exiting the right side, with a chrome straight tip. The muffler will be an aluminized type, mounted under the right side frame rail, and meeting the engine manufacturer's specifications and current noise level tests. An orange fiberglass heat-absorbing sleeve will be used on the exhaust pipe in the engine compartment area to reduce the heat, to protect the alternator, and also to

protect hands when checking or adding oil in the engine compartment.

AIR CLEANER/INTAKE

The engine air cleaner will be sized in accordance with the engine manufacturers recommendations. The air cleaner will be manufactured from a fire retardant media and will incorporate an ember separator in accordance with NFPA 1901 to protect the engine from hot embers.

A restriction warning light will be provided and located on the cab dash.

ENGINE BRAKE

The engine will be equipped with a Jacobs compression engine brake. An "On/Off" switch and a control for "Low/High" will be provided on the instrument panel within easy reach of the driver.

The engine brake will interface with the Wabco ABS brake controller to prevent engine brake operations during adverse braking conditions.

A pump shift interlock circuit will be provided to prevent the engine brake from activating during pumping operations.

The brake light will activate when the engine brake is engaged.

FRAME

The chassis frame will be of a ladder type design utilizing industry accepted engineering best practices. The frame will be specifically designed for fire apparatus use. Each frame rail will be constructed of two 3/8" thick-formed channels. The outer channel will be 10.06" x 3.50" x .375" and the inner channel (liner) will be 9.31" x 3.13" x .375". The section modulus will be 31.28 in.³. The resistance to bending moment (RBM) will be 1,569,160 in./lbs. The cross-members will be constructed of minimum 3/8" formed channels and have formed gusseted ends at the frame rail attachment.

.625 inch, grade 8 flange, Huck bolt fasteners will be used on all permanently attached brackets to the frame to eliminate the need for bolt re-tightening.

The frame will be painted glossy black prior to installing wiring harness and other components.

A lifetime warranty will be provided.

FUEL TANK

The chassis will be equipped with a 65-gallon rear mounted, behind the rear axle, rectangular fuel tank that will be constructed of steel. The fuel tank will be certified to meet FMVSS 393.67 tests. There will be two (2) tank baffles.

Dual pick-up and return ports will be provided for diesel generators if required.

The fuel tank will be equipped with a 2 1/4" filler neck assembly with a 3/4" vent located on the left hand side of the tank. A fuel fill cap attached with a lanyard will be provided. The bottom of the fuel tank will contain a 1/2" drain plug.

The fuel lines will be nylon braid reinforced fuel hose with brass fittings. The lines will be carefully routed along the inside of the frame rails. All fuel lines are covered in high temperature rated split plastic loom. Single suction and return fuel lines will be provided.

CAB HANDRAILS

There will be four (4) 24" long, handrails provided and installed, one (1) at each cab entrance. The handrails will be constructed of 1-1/4" diameter, knurled and anodized, 3/8" heavy wall extruded aluminum and mounted utilizing chrome stanchions, which will provide sufficient space to allow for a gloved hand to grip the rail.

There will be two (2) rubber coated grab handles provided and mounted on the interior of the cab, one each side, near the windshield post for ingress assistance. The handrail on the driver's side will be approximately 11" long and the handrail on the officer's side will be approximately 18" long.

CAB DOOR HANDRAILS

Two (2) 1-1/4" diameter knurled aluminum handrails rails will be provided on the inside of the rear crew doors just above the windowsill.

HEAVY DUTY HEATER/DEFROSTER/AIR CONDITIONER

There will be a minimum 60,000 cool BTU and 80,000-heat BTU single unit, heater/air conditioner mounted over the engine cover. The unit will be mounted in center of the cab on the engine hood/enclosure. Unit will have a shutoff valve at the right side of the frame, next to the engine. Airflow of the heater/air conditioner will be a minimum 1200 CFM. To achieve maximum cooling, a TM-31 Compressor (19.1 cu. in.) will be used. There will be ductwork to the floor of the cab, facing forward to provide heat for the front of cab floor area.

The defroster/heater will be a minimum of 39,000 BTU and will be a separate unit mounted over the windshield. There will be eight (8) louvers/defusers to direct to windshield and door glass. Airflow of the defroster/heater will be a minimum 350 CFM. The unit will be painted Zolatone greystone to match the cab ceiling.

The condenser will be roof mounted and have 60,000 BTU rating. The unit will include two fan motors. Airflow of the condenser will be a minimum 2250 CFM. (This roof-mounted condenser will work at full rated capacity at an idle with no engine heat problems.)

HEATER/DEFROSTER/AIR CONDITIONING CONTROLS

The heater/defroster/air conditioning will be located in the overhead console in the center of the apparatus cab within easy reach of the driver and officer. The controls will be illuminated for easy locating in dark conditions. The controls will be located in such a way that the driver will not be forced to turn away from the road to make climate control adjustments. Control of all heater/defroster/air conditioning functions for the entire apparatus cab will be achieved through these controls.

LOAD MANAGER

Load manager will have the ability to sequence loads on and off. It will also be able to shed 8 loads when the vehicle is stationary, starting at 12.7 volts lowest priority load to be shed, then respectively at 12.6, 12.4, 12.2, 12.0, 11.8, 11.4 and 11.0 volts DC. Any load that has been shed will be off for a minimum of five minutes, and then if voltage has rebounded above shed voltage, the shed load will automatically come on. There will also be an indicator panel along side the rocker switches, which indicate power is on, battery warning and fast idle. Battery warning indicator will flash at a rate proportional to the voltage discharge rate.

AUTOMATIC HIGH IDLE ACTIVATION

The load management system will be capable of activating the apparatus high idle system when the system voltage drops below 12.3 volts DC. The system will raise engine speed for a minimum of five minutes until voltage exceeds 13.0 volt DC. The load management system will activate the high idle feature before any devices are automatically shed OFF. The high idle function request from the load management device will function only if the appropriate interlocks are present; that is, control of the high idle system is monitored and will be superseded by the state of the interlock control module. The automatic high idle system will be deactivated whenever the brake pedal is pressed, and will remain inactive for two minutes thereafter to allow an operator to override the high idle function and return the engine to idle before PTO engagement.

INSTRUMENT PANEL

The main dash shroud, which covers the area directly in front of the driver from the doorpost to the engine hood, will be custom molded and covered with a non-glare black vinyl. The dash will be a one (1) piece hinged panel that tilts outward for easy access to service the internal components. The gauge panel will be constructed of durable aesthetically pleasing light gray polymer material. The gauges will be Maxima Technologies/Datcon gauges with built-in self-diagnostics and red warning lights to alert the driver of any problems. All gauges and controls will be backlit for night vision and identified for function. All main gauges and warning lights will be visible to the driver through the steering wheel.

The vehicle will be equipped with a keyless ignition, with a two (2)-position rocker switch, "Ignition Off/On" and a two (2)-position rocker switch, "Off/Start".

Instrumentation on dash panel:

- Tachometer/hourmeter with built in re-settable hour meter
- Speedometer/odometer with built in re-settable trip odometer
- Ammeter
- Voltmeter
- Fuel gauge
- Engine oil pressure
- Transmission temperature
- Engine temperature
- Primary air pressure
- Secondary air pressure

Indicators and warning lights visible to driver:

- Battery on
- Parking brake engaged
- Low air with buzzer
- Turn signals
- HI-beam
- Engine temperature with buzzer
- Engine oil pressure with buzzer
- Transmission temperature with buzzer
- Do not shift transmission
- Check transmission
- Stop engine with buzzer
- Check engine
- Regeneration
- High exhaust temperature
- Air filter restriction light
- Back pressure

- Cab door open (flashing)
- Compartment door open (flashing)
- Antilock brake warning
- Fasten seat belt

Other indicator and warning lights

- Differential locked
- PTO engaged
- Upper power
- Auto-slip response
- Retarder engaged
- Retarder temperature
- Jacks out
- Jacks down

Controls located on main dash panel:

- Master power disconnect with ignition switch
- Engine start switch
- Headlight switch
- Windshield wiper/washer switch
- Differential lock switch (if applicable)
- Dimmer switch for backlighting
- Parking brake control

Controls included in steering column:

- Horn button
- Turn signal switch
- Hi-beam low-beam switch
- 4-way flasher switch
- Tilt-telescopic steering wheel controls

Controls, gauges and indicator lights located to the right of driver's position:

- Transmission shifter
- Pump shift control with OK TO PUMP and PUMP ENGAGED lights
- Heater/defroster controls
- Eighteen (18) illuminated rocker switches

Driving compartment warning labels will include:

- HEIGHT OF VEHICLE
- OCCUPANTS MUST BE SEATED AND BELTED WHEN APPARATUS IS IN MOTION
- DO NOT USE AUXILIARY BRAKING SYSTEMS ON WET OR SLIPPERY ROADS
- EXIT WARNINGS

Additional labels included:

- COMPUTER CODE SWITCH
- ABS CODE SWITCH
- FLUID DATA TAG
- CHASSIS DATA TAG

ENGINE WARNING SYSTEM

An engine warning system will be provided to monitor engine conditions such as low oil pressure, high engine temperature and low coolant level. Warning indication will include a STOP ENGINE (red) light with audible buzzer activation and a CHECK ENGINE (amber) light

Note: (Some engine configurations may also include a fluid warning light.)

There will be a master information light bar with 24 lights located across the center of the dash panel that covers up to 24 functions. These are defined under Indicators and Warning Lights above.

WIRING

All wiring will have XL high temperature crosslink insulation and will be 10 gauge, 12 gauge, 14 gauge and 18 gauge depending on load. All wiring will be color-coded, and the function and number stamped at 3" intervals on each wire. All wiring will be covered with high temperature rated split loom for easy access to wires when trouble shooting. All electrical connectors and main connectors throughout the chassis will be treated to prevent corrosion.

DOOR AJAR INDICATION

Four (4) red LED lights are provided in the forward cab overhead console area, visible to both driver and officer. Upon releasing the apparatus parking brake one or more of these lights will automatically illuminate (flash) if any cab door is open, compartment door is open, any ladder or equipment rack is not in stowed position, stabilizer system deployed or any other device has not been properly stowed that may cause damage if the apparatus is moved.

MASTER ELECTRICAL PANEL

The chassis main breaker panel will be wired through the master disconnect solenoid and controlled with a three-position ignition rocker switch. Circuit breakers and flashers will be located at officer's right side lower interior firewall with removable cover and schematic provided with notebook holder on outside cover.

A deluxe breaker panel with up to 22 ground switched relays with circuit breaker protection will be provided.

An integrated electrical sub-panel will be provided and interfaced to the body and chassis through an engineered wire harness system.

Twelve (12) 20-ampere and one (1) 70-ampere relay for cab lightbar and assemblies will be provided. If the option for a mechanical siren has been selected two (2) additional relays will be provided.

Additional four relay boards with circuit breaker protection for additional loads. Maximum two boards (8 relays) per breaker panel. All relay boards set up to trip with input from switch of positive-negative or load manager by moving connector on board (no tools needed to do this).

All relay boards will be equipped with a power-on indicator light (red), input indicator light (green) and power output indicator light (red).

Up to 23 additional automatic reset circuit breakers for non-switched loads that are remotely switched (ie: heater fans, hood lights, etc.).

All relays and circuit breakers on the relay boards will be pull-out/push-in replaceable.

All circuit breakers on the relay boards will be 20 ampere automatic reset which can be doubled or tripled for 40 or 60-ampere capacity.

The system will utilize Deutsch DRC weather resistant connectors at the breaker panel, toe board and main dash connections.

All internal wire end terminals, including locking connectors, will be mechanically affixed to the wire ends by matching terminal crimping presses to assure the highest quality terminations.

All internal splices will be ultrasonically welded connections and all internal wiring will be high temperature GXL type wire that is protected by wiring duct wherever possible.

All switches will be ground controlled; no power going through any rocker switch.

Any switch controlling a relay in the breaker panel will be capable of being set to function only when the parking brake is set. All relays will be tagged with the function that the relay is controlling.

PUMP SHIFT MODULE

A pump shift module with indicating lights will be located within easy reach of the driver. A gear lockup will be provided to hold the transmission in direct drive for pump operation.

INTERIOR

The cab interior will be finished in gray Durawear on the full front and rear headliners and rear firewall.

LIGHTING CAB EXTERIOR

Exterior lighting and reflectors will meet or exceed Federal Motor Vehicle Safety Standards and National Fire Protection Association requirements in effect at this time.

There will be dual sealed beam halogen rectangular headlights in custom housings on each side of the front of the cab.

REMOTE CONTROL SCENE LIGHTS ON CAB

There will be two (2) Federal Signal 620122-40 remote control scene lights located on top of the cab behind the light bar, with one on each side. The controls will be located inside the cab. Exact location to be determined at preconstruction conference. **HAND HELD SPOTLIGHT**

One Optronics Blue Eye Model KB-4003, 400,000-candle power hand-held spotlight will be provided, installed at officer's side of cab.

LIGHTING CAB INTERIOR

Interior lighting will be provided inside the cab for passenger safety. Two (2) ceiling mounted combination red/clear LED dome lights with a push on/off feature in the light lens. One light will be located over each the officer and driver's position. The lights will also activate from the open door switch located in each cab doorjamb.

LIGHTING CREW CAB INTERIOR

Interior lighting will be provided inside the crew cab for passenger safety. Two (2) ceiling mounted combination red/clear LED dome lights with a push on/off feature in the light lens will be provided. The lights will also activate from the open door switch located in each cab doorjamb.

MIRRORS

Two (2) Lang Mekra 300 Series chrome plated aero style main and convex mirrors will be installed on each side of the vehicle. The main mirror will be 4-way manual adjustable 7" x 16" 2nd surface chromed flat glass. The convex will be a 4-way manual adjustable 6" x 8" 2nd surface chromed 400 mm radius glass. Each mirror housing assembly will be constructed of lightweight textured chrome ABS with on truck glass and housing back cover replacement. In the event the mirror breaks the glass will be replaceable in (3) minutes or less. The glass will include a safety adhesive backing to keep broken glass in place. The mirror assembly will be supported by a "C" loop bracket constructed of polished stainless steel tube utilizing two point mounting reducing vibration of mirror glass during normal vehicle operation. The lower section of the holder will include a spring loaded single detent position 20 degrees forward with easy return to operating position without refocusing.

DRIVER'S SEAT

The driver's seat will be a Bostrom Sierra FX air ride high back, adjustable fore/aft, upholstered with gray tweed Durawear. A 3-point seat belt will be provided.

OFFICER'S SEAT

The officer's seat will be a Bostrom Firefighter™ Tanker 450 ABTS SCBA seat. The seat will have the following features:

- Integrated 3-point seat belt
- "Auto-Pivot & Return" head rest
- Built in lumbar support
- 100% Durawear™ gray tweed seat material

CREW SEATS

The crew cab area will have four (4) seats. The seating arrangement will be: two (2) rear facing Bostrom Tanker 450 ABTS SCBA seats and two (2) forward facing non SCBA flip up seats. The seats will have the following features:

- Integrated 3-point seat belts
- "Auto-Pivot & Return" head rest
- Built in lumbar support
- 100% Durawear™ gray tweed seat material

SCBA BOTTLE BRACKET

The officer and crew seats will come equipped with an H.O. Bostrom SecureAll™ SCBA

Locking System capable securing all U.S. and international SCBA brands and sizes while in transit or for storage on fire trucks.

Locking will be achieved by pushing the SCBA unit (bottle) against the pivot arm to engage the automatic lock system. A top clamp will surround the top of the SCBA tank for a secure fit in all directions. The bracket will be equipped with a center guide fork to keep the tank in-place for a safe and comfortable fit in seat cavity.

All adjustment points will utilize one tool and be easily adjustable.

The bracket system will be free of straps and clamps that may interfere with auxiliary equipment on SCBA units.

The release handle will be integrated into the seat cushion for quick and easy release and will eliminate the need for straps or pull cords to interfere with other SCBA equipment.

The bracket system will meet NFPA 1901 standards and requirements of EN 1846-2.

CREW SEAT COMPARTMENT

A compartment will be provided under the forward facing crew seats on the back wall of the cab. The compartment will be full through, with an access door on each side, accessible from the side of the crew cab doors.

STEERING

Ross heavy duty Model TAS-85 power steering will be provided. The steering gear will be bolted to the frame at the cross-member for steering linkage rigidity. Four (4) turns from lock to lock with an 18" diameter slip resistant rubber covered steering wheel. Steering column will have six-position tilt and 2" telescopic adjustment. The cramp angle will be 45 degrees with 315mm tires or 43 degrees with 425mm tires providing very tight turning ability.

VEHICLE AIRBAG SYSTEM - ROLLTEK

The apparatus will be equipped with a RollTek side air curtain/air bag system. The RollTek system has a "roll sensor" that detects the vehicle's angle and rate of roll and activates the protection devices when appropriate. This includes the airbag subsystem as well as technology that tightens the seat belt, pulls the seat down to its lowest position and then locks it to reduce movement.

SUSPENSION (Front)

The front suspension will be a variable rate taper-leaf design, 54" long and 4" wide.

Long life, maintenance free, urethane bushed spring shackles will be utilized. All spring and suspension mounting will be attached directly to frame with high strength Huck bolts and self-locking round collars. Spring shackles and pins that require grease will not be acceptable. **NO EXCEPTIONS.**

ENHANCED FRONT SUSPENSION SYSTEM

The front suspension will have the handling, stability, and ride quality enhanced by the use of a Ride Tech auxiliary spring system and Koni high performance shock absorbers.

This system will utilize three stage, urethane auxiliary springs, and high performance gas filled shock absorbers to control the deflection of the leaf springs, and dampen vibration normally transmitted to the chassis. This maintenance free system will be custom tuned to the apparatus gross weight rating for maximum performance, while maintaining a soft compliant ride. **NO EXCEPTIONS.**

A (3) three year 36,000 mile warranty will be provided by the manufacturer.

TANDEM AIR RIDE SUSPENSION

A rear suspension will be a Raydan Manufacturing, Air Link™ walking beam air ride suspension. This suspension will incorporate a quad air spring system. The air suspension bags will have internal rubber stops giving the ability to operate without air if the need arises. Heavy-duty shock absorbers will be provided, inboard mounted, to dampen load forces, reduce tire hops, and improve stopping. Torque rods will be incorporated to restrict lateral movement of the differentials and to reduce bushing and tire wear. Dual height control valves will be provided to maintain even, balanced loads. Suspension will have a ground rating of 52,000 pounds.

FRONT TIRES

Front tires will be Goodyear 425/65R22.5, load range L, G286 highway tread, single tubeless type with a GAWR of 22,000 pounds. Wheels will be disc type, hub piloted, 22.5 x 12.25 10 stud 11.25 bolt circle. Chrome plated lug nut caps will be provided.

FRONT HUB COVERS

Polished stainless steel hub covers will be provided for the front axle.

REAR HUB COVERS

Polished stainless steel hub covers will be provided for the rear axle.

REAR TIRES

Rear tires will be Goodyear 11R22.5, load range H, G149 highway tread, dual tubeless type with a GAWR of 40,000 pounds. Wheels will be disc type, hub piloted, 22.5 x 8.25 10 stud with 11.25" bolt circle. Chrome plated lug nut caps will be provided.

MUD FLAPS

Hard rubber mud flaps will be provided for front and rear tires.

WHEELS

Aluminum wheels will be provided for the front and for the inside and outside of the rear wheels. The aluminum wheels will match the tire and axle capacities of the apparatus.

TOW EYES (Front)

There will be two front tow eyes with 3" diameter holes attached directly to the chassis frame.

TOW EYES (Rear)

There will be two tow eyes attached directly to the chassis frame rail and will be chromate acid etched for superior corrosion resistance and painted to match the chassis.

TRANSMISSION

The chassis will be equipped with a Generation IV Allison EVS4000 six (6) speed automatic transmission. It will be programmed five (5) speed, sixth gear locked out, for fire apparatus vocation, in concert with the specified engine.

An electronic oil level indicator will be provided as well as a diagnostic reader port connection. The fifth gear will be an overdrive ratio, permitting the vehicle to reach its top speed at the engine's governed speed. The dipstick is dipped in a rubber coating for ease in checking oil level when hot.

The chassis to transmission wiring harness will utilize Metri-Pack 280 connectors with triple lip silicone seals and clip-type positive seal connections to protect electrical connections from contamination without the use of coatings.

Ratings:	Max Input (HP)	600
	Max Input (Torque)	1850 (lb ft)

Max Turbine (Torque) 2600 (lb ft)

Mechanical Ratios:	1st -	3.51:1
	2nd -	1.91:1
	3rd -	1.43:1
	4th -	1.00:1
	5th -	0.74:1
	Reverse -	-5.00

TRANSMISSION FLUID

The transmission will come filled with Castrol TranSynd™ Synthetic Transmission Fluid or approved equal meeting the Allison TES-295 specification. **NO EXCEPTION.**

TRANSMISSION SHIFTER

An Allison "Touch Pad" shift selector will be mounted to the right of the driver on the engine cover accessible to the driver. The shift position indicator will be indirectly lit for nighttime operation.

FRONT TURN SIGNALS

There will be two Whelen 400 Series LED rectangular amber turn signal lights mounted one each side in the front of the headlight housing and one mounted on each side of the warning light housing.

WHEELBASE

The wheelbase will be 236".

WINDSHIELD WIPERS

Two (2) black anodized finish two speed synchronized electric windshield wiper system. Dual motors with positive parking. System includes large dual arm wipers with built in washer system. One (1) master control works the wiper, washer and intermittent wipe features. Washer bottle is a remote fill with a 4 quart capacity. Washer fill is located just inside of officer cab door.

MISCELLANEOUS CHASSIS EQUIPMENT

Fluid capacity plate affixed below driver's seat.

Chassis filter part number plate affixed below driver's seat.

Tire pressure label near each wheel location.

Cab occupancy capacity label affixed next to transmission shifter.

NFPA compliant seat belt and standing warning plates provided.

FIRE PUMP HALE QMAX-200

Fire pump will be midship mounted. The fire pump will be of the double suction single stage centrifugal type, carefully designed in accordance with good modern practice.

The pump will be of fine grain alloy cast iron, with a minimum tensile strength of 30,000 PSI.

The pump body will be horizontally split, on a single plane, casing type with removable lower casing for easy removal of the entire impeller assembly including wear rings and bearings from beneath the pump without disturbing piping or the mounting of the pump in the chassis.

All moving parts in contact with water will be of high quality bronze or stainless steel. Easily replaceable bronze labyrinth wear rings will be provided. Discharge passage will be designed to accomplish uniform pressure readings as the actual pump pressure. The rated capacity of the fire pump will be 2000 gallons per minute in accordance with NFPA# 1901.

The pump shaft will be rigidly supported by three bearings for a minimum deflection. One high lead bronze sleeve bearing to be located immediately adjacent to the impeller (on side opposite the drive unit). The sleeve bearing will be lubricated by a force fed, automatic lubrication system, pressure balanced to exclude foreign material. The remaining bearings will be heavy duty type, deep groove ball bearings in the gear box and they will be splash lubricated.

The pump shaft will have only one packing gland located on the inlet side of the pump. It will be of split design for ease of repacking. The packing gland must be a full circle threaded design to exert uniform pressure on the packing to prevent "cocking" and uneven packing load when it is tightened. It will be easily adjustable by hand with a rod or screw driver and requiring no special tools or wrenches. The packing rings will be of a unique combination of braided graphite filament and braided synthetic packing and have sacrificial zinc foil separators to protect the pump shaft from galvanic corrosion.

PUMP TRANSFER CASE

The drive unit will be designed of ample capacity for lubricating reserve and to maintain

the proper operating temperature. Pump drive unit will be of sufficient size to withstand up to 16,000 lbs. ft. torque of the engine in both road and pump operating conditions.

The gearbox drive shafts will be heat treated chrome nickel steel input and output shafts will be at least 2-3/4" in diameter, on both the input and output shafts. They will withstand the full torque of the engine in both road and pump operating conditions.

The engagement of the pump transmission will be of such design so as to permit transfer of power from road to pump operation only after vehicle is completely stopped. The pump shift will be air actuated from the cab and have both a green "Pump Engaged" light, and a green "O.K.-To-Pump" light. A Third green light will be provided on the pump operator's panel for "Throttle Ready".

The pump drive unit will be cast and completely manufactured and tested at the pump manufacturer's factory.

PRIMING SYSTEM

The priming pump will be a Trident Emergency Products compressed air powered, high efficiency, multi-stage, venturi based AirPrime System. All wetted metallic parts of the priming system are to be of brass and stainless steel construction. A single panel mounted control will activate the priming pump and open the priming valve to the pump. The priming system will have a five year warranty.

PUMP CERTIFICATION

The pump, when dry, will be capable of taking suction and discharging water in compliance with NFPA #1901 chapter 14. The pump will be tested by National Testing and will deliver the percentages of rated capacities at pressures indicated below:

- 100% of rated capacity @ 150 PSI net pump pressure.
- 70% of rated capacity @ 200 PSI net pump pressure.
- 50% of rated capacity @ 250 PSI net pump pressure.

MECHANICAL PUMP SEAL

The pump seal will be a maintenance free mechanical pump type seal.

THREAD TERMINATION

National Standard Thread will terminate the inlets and outlets of the apparatus.

PRESSURE GOVERNOR

Apparatus will be equipped with a Class1 Pressure Governor that is connected to the Electronic Control Module (ECM) mounted on the engine. The Governor will operate as a pressure sensor (regulating) governor (PSG) utilizing the engine's data for optimal resolution and response.

Programmable presets for RPM and Pressure settings will be easily configurable using the menu structure.

Engine RPM, system voltage, engine oil pressure and engine temperature with audible alarm output for all will be provided.

INTAKE RELIEF

There will be a Hale stainless steel intake relief valve installed on the intake side of the pump. The surplus water will be discharged away from the pump operator and terminate with Male NST hose thread. System is field adjustable.

AUXILIARY COOLER

An auxiliary cooler will be furnished to provide additional cooling to the engine under extreme pumping conditions. Water from the pump is to be piped to the coils of the heat exchanger allowing the engine fluid to be cooled as required.

VALVES

All valves will be Akron Heavy-Duty swing out 8800/8600 series unless otherwise noted. The valve will have an all cast brass body with flow optimizing nickel-chrome plated brass ball, and dual polymer seats. The valve will be capable of dual directional flow while incorporating a self-locking ball feature using an automatic friction lock design and specially designed flow optimizing brass ball. The valve will not require the lubrication of seats or any other internal waterway parts, and be capable of swinging out of the waterway for maintenance by the removal of six bolts. The valve will be compatible with a slow close device. This valve will be actuated using manual handles, a Rack & Sector, manual gear, or electric actuator. The manual handles will be quickly adjustable to one of eight handle positions, and require only 90 degrees travel.

VALVE WARRANTY

The valves will carry a 10-year warranty.

PUMP CONNECTIONS

All suction and discharge lines (except pump manifolds) 1" and larger will be heavy-duty stainless steel pipe. Where vibration or chassis flexing may damage or loosen piping or where a coupling is necessary for servicing, a flexible connection will be furnished. All lines will be drained by a master drain valve or a separate drain provided at the connection. All individual drain lines for discharges will be extended with a rubber hose in order to drain below the chassis frame. All water carrying gauge lines will utilize nylon tubing.

6" PUMP INLETS

Two 6" diameter suction ports with 6" NST male threads will be provided, one on each side of vehicle. The inlets will extend through the side pump panels and come complete with removable strainer and long handle chrome-plated cap.

2-1/2" RIGHT SIDE INLET

One 2-1/2" gated inlet valve will be provided on the right side pump panel. The valve will be supplied with chrome plate female swivel, plug, chain, and removable strainer.

The valve will attach directly to the suction side of the pump with the valve body behind the pump panel.

2-1/2" LEFT SIDE INLET

One 2-1/2" gated inlet valve will be provided on the left side pump panel. The valve will be supplied with chrome plate female swivel, plug, chain, and removable strainer.

The valve will attach directly to the suction side of the pump with the valve body behind the pump panel.

FRONT INLET

A 6" front inlet, with chrome long handle cap, will be provided. The inlet pipe will be constructed of 4" stainless steel pipe. An air bleeder line will be provided to eliminate trapped air. The valve will be a 4" electric over air-operated butterfly valve. The valve operator will be adjusted to operate in a slow close fashion to eliminate the possibility of water hammer. A switch located on the pump control panel will activate the air solenoid valve.

TANK TO PUMP

The booster tank will be connected to the intake side of the pump with a 1/4 turn 3" full

flow valve with check valve, with the remote control located at the operator's panel. The 3" tank to pump line will run from a bottom sump into the 3" valve. To prevent damage due to chassis flexing or vibration, a short 3" flexible rubber hose coupling will be used to connect the tank to the intake valve.

OUTLETS

The discharge valves will be an inline Tork-Lock constructed of brass and be of the quarter turn type of fixed pivot design to allow for ease of operation at all pressures. The valves will be controlled from the operator's panel and will be equipped with swing type locking handles. Each valve will be supplied with 2-1/2" National Standard Threads and come with chrome plated female caps and chains. 2-1/2" or larger discharge outlet will be supplied with a 3/4" quarter turn drain valve located at the outlet. All 2-1/2" and larger discharges will be supplied with a 30 degree angle down elbow.

2-1/2" LEFT SIDE DISCHARGES

Two (2) 2-1/2" gated discharges will be located on the left side pump panel. The valves will be of the quarter turn tork-lok ball type of fixed pivot design to allow for ease of operation at all pressures. The valve will be connected to the discharge side of the pump with the valve bodies behind the pump panel. A chrome swing type handle located on the pump operator's panel will control the side discharges.

2-1/2" RIGHT SIDE DISCHARGES

One (1) 2-1/2" gated discharge will be located on the right side pump panel. The valve will be of the quarter turn tork-lok ball type of fixed pivot design to allow for ease of operation at all pressures. The valve will be connected to the discharge side of the pump with the valve bodies behind the pump panel. A chrome swing type handle located on the pump operator's panel will control the right side discharges.

3.00" RIGHT SIDE DISCHARGES

One (1) 3.00" gated discharge will be located on the right side pump panel. The valves will be of the quarter turn tork-lok ball type of fixed pivot design to allow for ease of operation at all pressures. The valve will be connected to the discharge side of the pump with the valve bodies behind the pump panel. A chrome swing type handle located on the pump operator's panel will control the right side discharge.

FRONT BUMPER DISCHARGE

A 1-1/2" discharge with 2" plumbing will be provided at the front bumper. The valve will be remote controlled at the pump panel.

CROSSLAYS

Three (3) crosslay hose beds will be supplied as follows:

One crosslay with 2-1/2" piping and 2-1/2" swivel with the capacity of 200' of 2-1/2" hose.

Two crosslays with 2" piping and 1-1/2" swivel with the capacity of 200' of 1-3/4" hose each.

All crosslays will be equipped with 2" valves. The valves will be the "drop-out" style and controlled from the pump panel with electric actuators.

CROSSLAY COVER

A vinyl cover will be provided to enclose the top and sides of the crosslays, capable of being secured at the top and sides.

TANK FILL

A 1-1/2" tank fill will be provided, using a quarter turn full flow ball valve controlled from the pump operator's panel.

FOAM TANK

There will be a 30-gallon foam tank. The tank will be part of the main booster tank. There will be a 3" PVC fill tower and cap and a tank vent. There will be a 1-1/2" flanged outlet and drain valve at the lowest point in the tank.

FOAM SYSTEM

The apparatus will be equipped with a FoamPro 2002 electric, fully automatic, variable speed, discharge side foam proportioning system. The system will be capable of handling class A and most types of class B foam. The system will be equipped with a 12-volt electric motor driven positive displacement foam concentrate pump, rated up to 5.0 gpm, with operating pressures up to 400 psi.

A digital computer control display will be provided and display will include the following functions:

- Push-button control of foam proportioning foam
- Current flow-per-minute of water
- Volume of water discharged

- Flow rate simulation
- Set-up and diagnostic functions
- "Low Concentrate" warning light
- "No Concentrate" warning light

The foam will be plumbed to all three crosslays and the front bumper jump line.

PUMP AND GAUGE PANELS

The panels will be constructed of brushed stainless steel for maximum protection against abrasion caused during normal use.

Pump panels on both sides will be easily removable. The gauge and control panels will be two separate panels for ease of maintenance.

VALVE CONTROLS

The pump controls and gauges will be located at the left side of the apparatus and properly marked.

The control panel will be laid out in a user-friendly manner. Where possible, horizontally operated swing type locking handles will be used for 2-1/2" and larger discharges. Horizontally operated swing handles will be required to provide better leverage as valves wear and become more difficult to open and close. The smaller valves will be controlled by pull type locking handles.

All valve controls will have the corresponding discharge gauge located immediately adjacent to control handle to allow operator to view the discharge pressure without searching the panel.

ESCUTCHEON PLATES

The pump panel will be equipped with color-coded removable escutcheon plates around the suction and discharge valves.

COLOR CODING

Each discharge valve control, outlet, and corresponding line gauge will be color-coded. The color-coding will be:

- #1 Discharge - Yellow
- #2 Discharge - White
- #3 Discharge - Navy Blue
- #4 Discharge - Black

#5 Discharge - Green
#1 Pre-Connect - Orange
#2 Pre-Connect - Red
#3 Pre-Connect - Brown
#4 Pre-Connect - Magenta
Front Bumper Line - Turquoise
Large Diameter Discharge - Yellow With White Border
Left Hose Bed Pre-Connect - Tan
Right Hose Bed Pre-Connect - Lavender
Left Rear Discharge - Olive
Right Rear Discharge - Light Blue
Deck Gun - Silver
Inlets - Burgundy
Tank fill Lime Green
Tank to Pump - Burgundy

PUMP PANEL LIGHTS

The pump panel will be illuminated by two (2) Truck-lite® model #40003 grommet mounted lights. The lights will be located one each side of the body area and positioned to properly light the panel.

PUMP PANEL GAUGES AND CONTROLS

The following gauges and controls will be provided at the pump panel:

- Two (2) certified laboratory test gauge outlets.
- Pump primer control.
- Master drain control and additional drains as needed.
- Tank-fill and pump cooler valve controls.
- Tank to pump valve control.
- Pump capacity rating plate.
- All discharge controls.
- Two (2) master pump gauges.
- Gauges on all 1-1/2" and larger discharge lines.

4" MASTER GAUGES

NoShok liquid filled pump pressure and vacuum gauges will be provided. The gauges will be 4" in diameter with white faces and black lettering. The gauges will have a pressure range of 30"-0-400 psi.

2-1/2" PRESSURE GAUGES

NoShok liquid filled individual line pressure gauges will be provided. The gauges will be 2-1/2" in diameter with white faces and black lettering. The gauges will have a pressure range of 0-400 psi.

WATER TANK LEVEL GAUGE

Fire Research TankVision® model WL2000 water tank volume indicator kit will be installed. The kit will include an electronic indicator module, a pressure sensor, and sensor cable. The indicator will show the volume of water in the tank on nine (9) easy to see super bright LEDs. A wide view lens over the LEDs will provide for a viewing angle of 180 degrees. The indicator case will be waterproof and manufactured of aluminum.

The program features will be accessed from the front of the indicator module. The program will support self-diagnostics capabilities, self-calibration, and a datalink to connect remote indicators. Low water warnings will include flashing LEDs at 25%, down chasing LEDs when the tank is almost empty.

The indicator will receive an input signal from an electronic pressure sensor. The sensor will be mounted on the outside of the water tank near the bottom; no probe will be place on the interior of the tank. Wiring will be weather resistant and have automotive type plug-in connectors.

The gauge will be located on the pump operator's panel.

CLASS A FOAM TANK LEVEL GAUGE

A Fire Research TankVision® model WL2600 foam tank volume indicator kit will be installed. The kit will include an electronic indicator module, a pressure sensor, and sensor cable. The indicator will show the volume of Class A foam in the tank on nine (9) easy to see super bright LEDs. A wide view lens over the LEDs will provide for a viewing angle of 180 degrees. The indicator case will be waterproof and manufactured of aluminum.

The program features will be accessed from the front of the indicator module. The program will support self-diagnostics capabilities, self-calibration, and a datalink to connect remote indicators. Low water warnings will include flashing LEDs at 25%, down chasing LEDs when the tank is almost empty.

The indicator will receive an input signal from an electronic pressure sensor. The sensor will be mounted on the outside of the water tank near the bottom; no probe will be place on the interior of the tank. Wiring will be weather resistant and have

automotive type plug-in connectors.

The gauge will be located on the pump operator's panel.

AERIAL BODY SUB-FRAME

The chassis will be fitted with a sub-frame system consisting of a series of stainless steel plate gusseted legs, extending down and out from the chassis frame rails on each side. This system will provide additional structural support to the running boards and side compartments. A heavy-duty rear platform will be constructed of heavy gauge steel channel to support the rear compartments. The entire assembly will be attached to the chassis frame by a series of heavy -duty U-bolts. Self-supporting bodies will not be acceptable. **NO EXCEPTIONS.**

The rear tow eyes will be an integral part of the rear platform frame extension, and will be chromate acid etched for superior corrosion resistance. The rear subframe assembly will be painted to match the chassis frame color.

APPARATUS BODY

All side metal, compartments and compartment floors will be of bolted stainless steel. The body will be assembled with heavy-duty stainless steel channel sills with bracing for extreme rigidity and mounted on a steel subframe.

The compartment body, pump housing and the engine compartment will be separate modules (segmented body design) that are not to be fastened together in any manner in order to provide "flex joints" to alleviate stress and cracking of body compartments and running boards.

Compartments will extend from the front jacks to the tailgate of the apparatus and will be recessed to the frame of the apparatus where possible.

Compartments will have sweep-out flooring (no obstruction at the floor bottom).

Each compartment will be properly vented with louvers.

REAR COMPARTMENT BELOW HOSE BED

There will be a compartment below the hose, between the frame rails, approximately 26" wide x 9-7/8" high x 88" deep.

COMPARTMENTATION LEFT SIDE

There will be a compartment below the turntable as follows:

L1- Approximately 22-7/8" wide x 42-3/4" high x 27-1/2" deep.

There will be two compartments above the rear wheels:

L2- Approximately 44" wide x 19-1/2" high x 12-1/8" deep. This compartment will have a pan type lift up door equipped with "D" ring latch and gas door stay.

L3- Approximately 58" wide x 19-1/2" high x 12-1/8" deep. This compartment will have a pan type lift up door equipped with "D" ring latch and gas door stay.

There will be three compartments behind the rear wheels:

L4- Approximately 45-3/4" wide x 48-1/2" high x 26-1/2" deep.

L5- Approximately 22" wide x 48-1/2" high x 26-1/2" deep.

L6- Approximately 34-3/4" wide x 40-1/8" high x 26-1/2" deep.

COMPARTMENTATION RIGHT SIDE

There will be a compartment below the turntable as follows:

R1- Approximately 40-1/4" wide x 42-3/4" high x 27-1/2" deep.

There will be two compartments above the rear wheels:

R2- Approximately 44" wide x 19-1/2" high x 26-1/2" deep. This compartment will have a pan type lift up door equipped with "D" ring latch and gas door stay.

R3- Approximately 58" wide x 19-1/2" high x 26-1/2" deep. This compartment will have a pan type lift up door equipped with "D" ring latch and gas door stay.

There will be three compartments behind the rear wheels:

R4- Approximately 45-3/4" wide x 48-1/2" high x 26-1/2" deep.

R5- Approximately 45-3/4" wide x 48-1/2" high x 26-1/2" deep.

R6- Approximately 34-3/4" wide x 40-1/8" high x 26-1/2" deep.

ROLL-UP COMPARTMENT DOORS

The apparatus body will be equipped with R.O.M Robinson Shutter doors where not stated otherwise. The door slats will be double wall box frame, manufactured from anodized aluminum. The doors will have the following features:

- Manufactured wholly in the United States.
- Concave individual slat design to prevent loose equipment from hindering door operation.
- Co-Extruded stretch resistant inner seal between slats to prevent metal-to-metal contact and inhibit moisture and dust penetration.
- Interlocking swagged/dimpled end shoes will be utilized to provide a tight fitting assembly and allow for easy removal in the event of damage.
- Effective counter balancing for ease of lifting and lowering the doors.
- One-piece side rail and track to provide an unobstructed slide area and reduce the risk of binding.
- Non-abrasive replaceable water and dust barrier compartment equipment clean and dry.
- A magnetic type switch integral to the door will be supplied for door ajar indication and compartment light activation.
- A full width positive latch bar will be operable with one hand, even with heavy gloves.

A door open indicator light will be provided in the cab.

PAINTED ROLL-UP DOORS

The doors will be wet painted before assembly by the door manufacturer. The paint will be the same as the apparatus to achieve an exact match of paint color and have the look and durability same as on the rest of the truck.

SCBA CYLINDER COMPARTMENTS

There will be seven (7) spare breathing air cylinder compartments recessed in the rear fender wells, three (3) left and four (4) right. The compartments will have cast aluminum doors with equipped with a weather resistant flush fitting thumb latch. The interior of the door will incorporate a rubber "O"-ring seal to keep the compartment free of road debris and moisture. The interior compartment will be constructed of a high-density polyethylene plastic.

COMPARTMENT MATTING

Turtle Tile interlock matting material will be provided in each compartment.

ADJUSTABLE SHELVES

There will be eight (8) adjustable shelves provided and installed in compartments. The shelves will be fabricated of .188" aluminum plate.

ADJUSTABLE VERTICAL SLIDE-OUT PANELS

There will be two (2) adjustable vertical slide-out tool boards with a 250 lb. capacity supplied and mounted on unistrut tracks. Extra compartment lights will be provided and located as needed to properly illuminate the compartment.

ADJUSTABLE ROLLOUT DRAWER

There will be a 250 lb. capacity rollout drawer supplied and installed in a compartment. The drawer will be approximately 3" deep and will be mounted on adjustable tracks.

FIXED ROLLOUT DRAWER

There will be a 250 lb. capacity non-adjustable rollout drawer installed in a compartment. The drawer will be approximately 3" deep.

UNISTRUT

Each compartment will come equipped with 1.625" x .875" x .125" aluminum Unistrut channel. The Unistrut will be securely fastened to the interior walls of the compartment.

HOSE BED

The rear hose bed will be completely wide open to allow for quick and easy loading and unloading of hose thus preventing hose and hose couplings from being caught or tangled.

Rear opening of the rear hose bed will be a minimum of 19" wide x 30" high x 150" deep and will be no more than 44" from the ground. Any rear hose bed opening(s) requiring hose chutes will not be acceptable. A side stacker hose bed is not acceptable.

Hose bed flooring will be removable slatted aluminum.

HOSE ROLLERS

The crosslays will be outfitted with stainless steel hose rollers. The rollers will be on the right, left and bottom of the crosslay hose bed.

HOSE BED COVER

There will be a red nylon/vinyl hose bed cover for the main hose bed. The cover will be capable of being securely fastened at the front, sides and rear.

BODY HANDRAILS

Handrails will be constructed of 1-1/4" diameter knurled anodized aluminum 3/8" heavy wall extrusion. The handrail will be mounted utilizing chrome stanchions, which will provide sufficient space to allow for a gloved hand to grip the rail. The rails will be located in the following areas:

(Note: These are in addition to those previously mentioned in the chassis section):

There will be one (1) handrail at the side of the pedestal. This handrail is covered with slip resistant ribbed rubber.

STEPS

There will be Cast Products Inc., cast aluminum fold-down steps mounted on each side of the front face of body to provide access to the top of the pump module area. The steps will have a footing area of 42 square inches.

The quantity and location of steps and handrails will meet the Current NFPA 1901 pamphlet in effect at the time the apparatus is ordered.

RUB RAILS

The body will be equipped with anodized aluminum channel style rub rails at the sides. Rub rails will be spaced away from the body by 1/2" polymer spacers. The rub rails will be polished to a bright finish.

ALUMINUM TREADPLATE

All load bearing aluminum treadplate running boards will be .155 thick bright annealed with a serrated embossed finish. Running boards and rear step edges will be flanged down for added strength. Running boards will also be flanged up to form kick plates. All non-load bearing aluminum will be .125" thick bright annealed finish. In areas where aluminum treadplate will function as a load-bearing surface, there will be a heavy steel sub-structure. This structure will consist of 3" channel and 1-1/2" angle welded support. This will assure that there will be no flexing or cracking of running boards. The aluminum will be insulated from the steel by closed cell foam body barrier material.

Treadplate locations:

1. Skirting around front bumper.
2. The step at the cab entrance.
3. The jump seat steps.
4. The running boards.
5. The rear step.
6. The top of the compartments.

BOOSTER TANK

The tank will have a capacity of 300 U.S. gallons.

The tank will be constructed of 1/2" thick polypropylene sheet stock. This material will be a non-corrosive stress relieved copolymer thermo-plastic. The booster tank will be of a specific configuration and is so designed to be completely independent of the body and compartments. All joints and seams will be welded and/or formed and tested for maximum strength and integrity. The top of the booster tank is fitted with removable lifting eyes designed with a 3 to 1 safety factor to facilitate easy removability. The transverse swash partitions will be manufactured of 3/8" polypropylene and extend from approximately 4" off the floor to just under the cover. The longitudinal swash partitions will be constructed of 3/8" polypropylene and extend from the floor of the tank through the cover to allow for positive welding and maximum integrity. All partitions will be equipped with vent and air holes to permit movement of air and water between compartments. The partitions will be designed to provide maximum water flow. All swash partitions interlock with one another and are welded to each other as well as to the walls of the tank.

The tank will have a combination vent and manual fill tower. The fill tower will be constructed of 1/2" polypropylene and will be a minimum dimension of 8" x 8" outer perimeter. The tower will be located in the left front corner of the tank. The tower will have 1/4" thick removable polypropylene screen and a polypropylene hinged-type cover. The tank cover will be constructed of 1/2" thick polypropylene to incorporate a multi three-piece locking design which allows for individual removal and inspection if necessary.

The sump will be constructed of 1/2" polypropylene and be located in the left front quarter of the tank. The sump will have a minimum of 3" national pipe threaded outlet on the bottom for a drain plug. This will be used as a combination clean-out and drain. All tanks will have a anti-swirl plate located approximately 2" above the sump.

All tank fill couplings will be backed with flow deflectors to break up the stream of water entering the tank.

The tank will rest on the body cross members in conjunction with such additional cross

members, spaced at a distance that would not allow for more than 530 square inches of unsupported area under the tank floor.

The tank will be completely removable without disturbing or dismantling the apparatus structure.

ELECTRIC SYSTEM

All electrical wiring in the chassis will be XLP cross link-Insulated type. Wiring is to be color-coded and include function codes every three (3) inches. Wiring harnesses will be routed in protective, heat resistant loom, securely and neatly installed. Two power distribution centers will be provided in central locations for greater accessibility. The power distribution centers contain automatic thermal self-resetting breakers, power control relays, flashers, diode modules, daytime driving light module, and engine and transmission data links. All breakers and relays are utilized in circuits which amp loads are substantially lower than the respective component rating thus ensuring long component life. Power distribution centers will be composed of a system of interlocking plastic modules for ease in custom construction. The power distribution centers are function oriented. The first is to control major truck function and the second controls overhead switching and interior operations. Each module is single function coded and labeled to aid in troubleshooting. The centers also have accessory breakers and relays for future installations. All harnesses and power distribution centers will be electrically tested prior to installation to ensure the highest system reliability.

All external harness interfaces will be of a triple seal type connection to ensure a proper connection. The cab/chassis and the chassis/body connection points will be mounted in accessible locations. Complete chassis wiring schematics will be supplied with the apparatus.

The wiring harness contained on the chassis will be designed to utilize wires of stranded copper or copper alloy of a gauge rated to carry 125% of maximum current for which the circuit is protected without exceeding 10% voltage drop across the circuit. The wiring will be uniquely identified by color code or circuit function code, labeled at a minimum of every three (3) inches. The identification of the wiring will be referenced on a wiring diagram. All wires conform to SAEJ1127 (Battery Cable), SAEJ1128 (Low Tension Primary Cable), SAEJ1560 (Low Tension Thin Wall Primary Cable).

All harnesses will be covered with moisture resistant loom with a minimum rating of 300 Degrees Fahrenheit and a flammability rating of VW-1 as defined in UL62. The covering of jacketed cable has a minimum rating of 289 degree Fahrenheit.

All harnesses are securely installed in areas protected against heat, liquid contaminants and damage. The harness connections and terminations use a method that provides a positive mechanical and electrical connection and are in accordance to the device

PORTABLE RADIO CHARGERS MOUNTED

There will be four (4) portable radio chargers mounted on the doghouse. Exact location to be determined at preconstruction conference. **TAIL/STOP/TURN LIGHTS**

The taillights are to be Whelen 600 LED style. The brake/tail lights to be red and exceed SAE requirements. The turn signal will be populated in an arrow pattern, amber in color. The backup lights are to be halogen. One opening will be open to accept a 600 series warning light.

LED ICC/MARKER LIGHTS

LED type ICC/marker lights will be provided to meet D.O.T. requirements.

STEP LIGHTS

Truck Lite #44042C LED step lights will be provided, one each side on the front compartment face at pump panels, one at turntable step, and one each side of rear step.

GROUND LIGHTING

The apparatus will be equipped with lighting capable of illumination to meet NFPA requirements. Lighting will be provided at areas under the driver and crew riding area exits and will be automatically activated when the exit doors are opened. The ground lights will be Truck-lite® LED model #44042C. Lighting required in other areas such as work areas, steps and walkways will be activated when the parking brake is applied, provided the ICC lights are on.

WORK LIGHTS

There will be two (2) Unity brand AG 6" chrome plated sealed beam flood lights provided. The lights will be securely mounted at the upper rear of the apparatus body. Each light will be supplied with individual switches.

OPTICAL WARNING SYSTEM

The optical warning system will be capable of two separate signaling modes during emergency operations. One mode will signal to drivers and pedestrians that the apparatus is responding to an emergency and is calling for the right-of-way and the other mode will signal that the apparatus is stopped and is blocking the right-of-way. Switching will be provided that senses the position of the parking brake.

manufacturers instructions. No connections within the harness utilize wire nut, insulation displacement, or insulation piercing.

All circuits conform to SAE1292. All circuits are provided with low voltage over current protective devices. These devices are readily accessible and protected against heat in excess of component rating, mechanical damage, and water spray. Star washers are not used for ground connections.

BACK-UP ALARM

An Ecco model SA917 automatic self-adjusting electronic back-up alarm producing 87-112 db will be installed at the rear between the frame rails. It will operate whenever the transmission's reverse gear is selected.

COMMUNICATION SYSTEM

A Six (6) position Fire Com model 3010 intercom system will be provided in the cab. The six positions include: driver, officer, two crew seats, turntable, and pump panel. The driver, officer and pump panel positions will be interfaced with radio.

Items Provided:

- One (1) Model 3010 Intercom
- Four (4) Model UH-10 Head sets for driver, officer, turntable, and pump panel (radio interface)
- Two (2) Model UH-20 Head sets for crew (Intercom only)
- Four (4) Model HM-10 Plug modules
- Two (2) Model PP-20 Weatherproof plug modules (turntable and pump panel)
- One (1) Model HE-150 15' coiled extension cable for the pump panel connection.

COMPARTMENT LIGHTING

Each compartment will be equipped with one (1) LED light strip which will provide a consistent pattern to illuminate to entire compartment.

Seven (7) additional LED light strips will be provided in the compartments as specified by customer at pre-construction..

LICENSE PLATE BRACKET

A license plate bracket will be provided at the rear of the apparatus. A Weldon Technologies light part # 9186-23882-30 will be mounted directly above the license plate area for proper illumination.

the end of the headlight housing, one at the middle of the apparatus, one on the body side at rear of apparatus and one on the side of the aerial device.

SIREN

One (1) Whelen Model 295 HFSA1 electronic siren will be installed at the cab instrument panel complete with noise canceling microphone. The horn button in the steering wheel, a switch on right hand side of cab floor and the control on the siren head will actuate the siren. A selector switch will be provided on the instrument panel for control of horn or siren by steering wheel button.

FEDERAL Q2B SIREN

There will be a Federal Q2B-NN siren installed in the center of the cab grille. The siren will be securely mounted and activated by means of a solenoid and will include a brake.

The siren will be wired to the horn button. A rocker switch on the dash will toggle between air horns and Q2B.

SIREN SPEAKER

One Cast Products SA4201-5-A weatherproof siren speaker will be provided, mounted behind the bumper.

GENERATOR

The apparatus will be equipped with a complete electrical power generation system. A Smart Power hydraulic 10.0 KW generator will be provided and installed. The generator and wiring will conform to present National Electric Codes as outlined in the National Fire Protection Association Standards.

The output of the generator will be controlled by an internal hydraulic system. An electrical instrument gauge panel will be provided for the operator to monitor and control all electrical operations and output. The generator will be powered by a transmission power take off unit, through a hydraulic pump and motor. The generator will be operable anytime that the apparatus engine is running and meeting the minimum range of 950 RPM's. A hot shift PTO switch located in the cab dash will activate the generator.

120-VOLT OUTLETS

Two (2) additional 120-volt outlets with weatherproof covers will be provided. All 120 volt wiring will be installed in liquid tight conduit.

A master optical warning device switch will be provided to energize all of the optical warning devices provided. All lights will operate at not less than the minimum flash rate per minute as specified by NFPA.

UPPER LEVEL WARNING DEVICES

The upper level is divided into zones A, B, C and D and the approved lighting package to be provided will be as follows:

Zone A (front) will have one (1) Whelen Model FN72QLED 8 LED Freedom Series 72" Lightbar.

Zone B (right side) will be covered by the module from the lightbar and the right rear stanchion beacon.

Zone C (rear) will have two (2) Whelen Model RB6 rotating beacons, red, mounted on rear stanchions and two (2) Whelen Model 60A00FAA LED amber, mounted at upper rear of apparatus.

Zone D (left side) will be covered by the module from the lightbar and the left rear stanchion beacon.

3-M OPTICOM

An Opticom traffic signal control unit will be provided in the light bar.

LOWER LEVEL WARNING DEVICES

The lower level is divided into zones A, B, C and D and the approved lighting package to be provided will be as follows:

Zone A (front) will have a stainless steel warning light housing each side with Two (2) Whelen 64R00FRR red LED lights mounted in the front of each housing. The inboard pair of lights is in addition to the minimum NFPA warning system and will be wired through a load-shedding device.

Zone B (right side) will have four (4) Whelen 64R00FRR LED red lights mounted one on the side of the headlight housing, one at the middle of the apparatus, one on the body side at rear of apparatus, and one on the side of the aerial device.

Zone C (rear) will have two (2) Whelen 64R00FRR LED, red lights mounted one each side of the rear of the apparatus.

Zone D (left side) will have four (4) Whelen 64R00FRR LED, red lights mounted one on

Watts: 1000
 Amps: 8.3
 Volts: 240
 Bulb Type: Halogen
 Width: 15"
 Height: 7 5/8"
 Depth: 5 3/8"

The light will be mounted on the underside of the aerial platform.

CORD REELS

There will be two (2) Hannay Model ECR1614-17-18 electric rewind cable reels furnished and mounted in compartments. The reels will come complete with 200 feet of 12/3 Seoprene Water-resistant (SOW) yellow jacketed cable. A Hannay Type "C" roller assembly and HS-3 cable stop ball will be provided.

FOUR WAY RECEPTACLES

Two (2) Akron (GFE) four-way receptacle boxes with lights will be provided and hard wired to the end of the cable. The boxes will be securely mounted in the immediate area of the cord reel. The mounting will be a fabricated aluminum bracket equipped with a Velcro strap to secure the box.

FOUR-WAY RECEPTACLE MOUNTING

The two (2) four-way receptacle boxes will be mounted on a compartment wall or shelf.

GROUND LADDERS

The apparatus will be equipped with 115' of heavy duty, box type "I" beam rail, ground ladders. The ladders will meet the requirements of NFPA 1931 to ensure proper design and that sufficient strength is available for the service intended. The ground ladders will be constructed of aluminum with non-welded, field replaceable rung to rail connections to simplify field repairs. Removable plated steel butt spurs will be utilized for added strength. A full 1/2", non-rotting, poly rope will be provided for easy ladder operation.

ALCO-LITE LADDERS

One (1) 10 ft. folding ladder, (mounted in fly section)

One (1) 14 ft. combination ladder

Two (2) 16 ft. roof ladders

BREAKER BOX

A circuit breaker box will be provided with sixteen (16) spaces for breakers which will be provided as needed. All wiring will be installed in liquid tight conduit.

QUARTZ LIGHTS 750WATT FOCUS

Four (4) Fire Research Focus Model S75 Quartz Halogen Lamps will be provided: two (2) at the turntable and two (2) in the bucket. The lights will be housed in a heavy-duty aluminum housing.

Watts: 750
Amps: 6.3
Volts: 240
Bulb Type: Halogen
Width: 10"
Height: 7 5/8"
Depth: 4 7/8"

The lights will be mounted on a telescoping pole. Switches will be located at the light head.

QUARTZ LIGHTS 750WATT FOCUS - REMOVABLE TRIPOD

Two (2) Fire Research Focus Model S75 Quartz Halogen Lamps will be provided. The lights will be housed in a heavy-duty aluminum housing.

Watts: 750
Amps: 6.3
Volts: 120
Bulb Type: Halogen
Width: 10"
Height: 7 5/8"
Depth: 4 7/8"

The lights will be mounted on telescoping tripods with twist lock receptacles and outlets. Switches will be located at the light heads.

QUARTZ LIGHT 1000WATT FOCUS

A Fire Research Focus Model M10 Quartz Halogen Lamp will be provided. The lamp will be housed in a heavy-duty aluminum housing.

stainless steel snaps, hooks, washers and acorn nuts. The gaskets/washers will be coated with pressure sensitive acrylic adhesive. All screws used to penetrate painted surfaces will be pre-treated/coated under the head with nylon and the threads will have pre-coat #80. This procedure will be strictly adhered to for corrosion prevention and damage to the finish painted surfaces.

The following paint process will be utilized:

Surface Preparation:

1. Wash surface thoroughly with mild detergent.
2. Clean and de-grease with Prep-Sol 3812S.
3. Sand and feather edge using 400 grit or finer on a dual action sander.
4. Remove sanding dust with a cleaner compatible with polyurethane base coat/clear coat final finish.

Substrate treatment:

1. Use a Metal Conditioner followed with a Conversion Coating product.

Priming:

1. Use a priming 615S pretreatment.
2. Use a self etching primer applied to achieve a 1.5 mil dft minimum.
3. Use Prime N Seal sealer compatible with polyurethane base coat.

Color Coat:

1. Apply polyurethane base coat 1-2 mil dft minimum.

Clear coat:

1. Apply polyurethane clear coat 2 mil dft minimum.

UNDERCOATING

Ziebart, or equal, undercoating will be applied to visible surfaces on the underside of the truck body and chassis to help reduce noise in the cab caused by tires, stones, sand and water spray. This thick, super-tough coating, being highly abrasion-resistant does not wear off. It also protects underbody components from moisture, mud and salt.

ZIEBART WARRANTY

The application will come with Ziebart's ten (10) year rust protection limited warranty.

LETTERING

Forty (40) 3" 22KT Gold laminate goldleaf letters, with left hand shading and right hand outline to equal 3-5/8" letter, will be provided.

One (1) 24 ft. 2-section extension ladder

One (1) 35 ft. 2-section extension ladder

The ladders will have lifetime Warranty against manufacturing defects.

40' ALCOLITE THREE SECTION GROUND LADDER

A 40' three section alco-lite ladder will be provided and mounted on the top of the right side compartments. **LADDER ENCLOSURE**

The ground ladders will be stored within a weather resistant enclosed area on the officer's side of the hosebed area. The ladders will be mounted on non-metallic slides so each ladder can be removed individually. All ladders will be stored on beam if possible. A vertically hinged treadplate door will enclose the ladders on the rear.

PAINTING

The apparatus will undergo extensive pre-paint preparation. All cab and body trim parts are to be removed prior to painting. All appliance-mounting holes are to be drilled and de-burred prior to painting. This allows mounting holes to be primed and painted. Before prime and finish coats are applied, the complete apparatus will be properly prepared and treated to permit the best possible adhesion of the primer and finish coats.

All materials used in the paint process will be of the of the highest quality available. Modern methods will be employed to assure the finest finish surface possible. All priming, surfacing and painting will be done in a modern down draft or cross flow paint facility. Experienced personnel trained by the paint manufacturer will perform all paint application in order to provide the highest quality and most enduring paint finish available. Both aluminum and steel surfaces to be painted will be primed with a two (2)-component primer which is compatible with the finish coat. The apparatus will be finish painted with a polyurethane base/clear system. "No Exception"

Utilizing the stainless steel body fabrication, the interior of all compartments, inside hose bed and surrounding areas adjacent to compartments doors will remain a #4 brushed stainless steel finish. This practice will eliminate the possibility of paint chipping, and electrolysis of aluminum, which can cause corrosive action between dissimilar metals. The chassis, compartment doors, front and rear jack doors, and rear fender panels will be painted the color indicated.

A barrier gasket/washer of "High Density Closed Cell Urethane Foam" will be used behind all lights, handrails, door hardware and any miscellaneous items such as

RECHARGEABLE HANDLIGHTS

Four (4) Streamlight® SL-44401 Fire Vulcan® rechargeable handlights with 12 volt chargers will be provided and mounted.

OUTRIGGER PADS

Two (2) jack pads made of black high-density polyethylene material will be provided.

AERIAL LOWER MAIN FRAME ASSEMBLY

The mainframe assembly will be mounted mid-ship on the chassis, forward of the pump and over the transmission. This will leave the rear hose bed open for use of large diameter and regular fire hose.

An open tube or angle substructure for the mainframe assembly will not be acceptable.

The main frame assembly base plate, located at the top of the assembly which supports and holds the turntable rotation bearing, will be a minimum 1" steel measuring 54" x 43". There will be a minimum of two steel tension and compression bars mounted underneath, fore and aft, of the main frame assembly which will tie the aerial and chassis together. The bars will function to withstand vertical torsional loads. The forward tension and compression bar will be attached from the rear area of the front spring suspension hanger to the underside area of the mainframe assembly. The rear tension and compression bar will be attached from the forward area of the rear spring suspension hanger to the under side area of the mainframe assembly.

TURNTABLE BEARING

The turntable bearing will be constructed of steel. There will be a minimum of 36 drilled and tapped holes in the turntable bearing.

The diameter of the turntable bearing will be a minimum of 47". The turntable bearing will be able to rotate 360 degrees in either direction on a one inch thick steel plate. The turntable bearing will be bolted to the top of the main frame assembly using a minimum of 36 Grade 8 bolts.

UPPER TURNTABLE

The turntable will be a minimum of one-inch thick plate and ninety-six (96) inches in diameter. The side plates to which the main base section of the aerial ladder is connected will have a minimum height of four feet and will include I-beam gussets of approximately fifty inches in length that tolerate the side thrust and tremendous forces

STRIPING

A 4" Scotchlite stripe will be provided across the front of the cab and along each side of the apparatus.

The Scotchlite stripe will be a mitered "Z" type on the cab sides and continuing straight along each side of the apparatus.

A 1/2" 22KT gold laminate goldleaf stripe will be provided on each side of the apparatus.

STRIPING, CHEVRON STYLE, REAR BODY, OUTBOARD

The apparatus will have 6" red and yellow reflective Chevron style striping affixed to the outboard right and left portion of the rear body. The striping will be set in a manner to have the effect of an inverted "V" shape. The stripe will travel low to high from the outside to the inside.

BOOM SIGN

A boom sign, approximately 78" x 12", will be provided on each side of the boom. The background of the boom sign will be painted primary truck color.

BOOM SIGN LETTERING

Up to twenty (20) 8" 22KT Gold laminated goldleaf letters, with left hand shading and right hand outline to equal 8-5/8" letter, will be provided on each boom sign.

MISCELLANEOUS EQUIPMENT FURNISHED

1 pt. touch-up paint

Pike pole tubes will be provided, three each side of the rear compartment.

WHEEL CHOCKS

Two (2) Ziamatic #SAC-44 folding wheel chocks with SQCH-44H holders will be provided. The wheel chocks will be located in a area close to the rear axles easily accessible from the side of the apparatus.

RECHARGEABLE FLASHLIGHTS

Four (4) Streamlight® SL-20X rechargeable flashlights will be provided and mounted.

Wide access steps to the turntable will be provided on the left side of the apparatus.

TURNTABLE ACCESS LADDER

There will be a ladder located on the driver's side of the apparatus to access the turntable pedestal. The ladder will be a Ziamatic model "Quick-Lift" swing out and fold down type. The ladder will be constructed of 1.25" heavy-wall aluminum tubing and cast aluminum rungs with a non-skid footing surface. Each step will be 3.00" deep x 15.5" wide.

INTERLOCK

An interlock will be provided that prevents operation of the aerial device until the chassis spring brakes have been set and the transmission has been placed in neutral or the transmission is in the drive position with the driveline to the rear axle disengaged.

An interlock will be provided that allows operation of the engine speed control only after the chassis spring brakes have been set and the transmission is in neutral.

An interlock system will be provided to prevent the lifting of the aerial device from the travel position until all the stabilizers are in a configuration to meet the stability requirements. The interlock system will also prevent the moving of the stabilizers unless the aerial device is in the travel position.

ROTATION LIMITING SYSTEM

An aerial rotation limiting system will be provided to notify and prevent the operator from rotating the aerial into a restricted position due to a "short-set" outrigger configuration. The system will enable the operator to place the aerial in a 180-degree rotation to the opposite side of the apparatus than that of the "short-set" outriggers only.

The aerial will automatically slow down when it approaches the limit of rotation travel.

The system will be capable of rotating the aerial two degrees past the centerline of the apparatus on the "short-set" side to enable bedding of the aerial within the travel support structure without system cutout.

Indicator lights will be provided to assist with set-up and troubleshooting of the system.

SMART BOOM WARNING SYSTEM

This system will warn both audibly and visually of impending contact with either the cab or the body of the truck.

to which the unit would be subjected.

The turntable will be bolted to the turntable bearing using a minimum of 36 Grade 8 bolts.

The turntable will be equipped with two removable aluminum sections for access into the pump.

The turntable side plates will be positioned at a 45-degree angle (opposite the angle of the raise/lower cylinders) to act as a partial counter balance weight on the opposite side of the truck from the ladder extension.

The turntable will be equipped with a rotating mechanism with a steel balanced fly wheel connected at one end which will rotate the turntable 360 degrees through a double reduction worm gear box that will handle torque loads imposed by water hammer and hose breakage. The rotating mechanism will give the turntable and boom built in coast as an added safety precaution to avoid lateral boom side-to-side deflection (reactionary whipping effect) caused by the boom being stopped suddenly.

Turntables using hydraulic clutch (disc) brake rotating mechanisms to hold the boom and turntable in a neutral position will not be acceptable.

The power operated turntable will provide continuous rotating of the aerial structure clockwise or counter clockwise, thus enabling the structure to be positioned in any segment through 360 degrees. The rotating mechanism will also provide sufficient power to rotate the aerial sections in any direction at any angle, fully extended, while carrying the manufacturer's rated load capacity with the waterway in operation and discharging water at the tip of the aerial fly section.

Provisions will be made for manual operation of the rotation system should loss of hydraulic power occur. This will be done through manual rotation of the flywheel to rotate the platform and turntable.

There will be one heavy-duty steel pivot shaft that will attach the base section of the boom (at the top and very back) to the top portion of the turntable side plates. The minimum steel shaft measurement will be 34" long, 4" diameter with 1" wall thickness. Turntables using two separate attachments to hold and position the ladder in place will not be acceptable.

The complete rotation system will have built in relief to prevent damage from rotating the boom into buildings or from overloaded water streams. Suitable indicators, clearly visible at all times, will be provided to facilitate correct alignment of the turntable with the bed of the boom. An automatic light will be used to show correct alignment for bedding of the ladder from the turntable control station and the platform station.

The pedestal will have removable panels for access to the hydraulic lines, valves and electrical wiring. There will also be a hinged cover at the top of the control station for additional access.

The following additional items will be mounted at the top of the turntable pedestal control station:

- a) on/off control switch for light to display control station for night time operation and for boom lights (one light mounted on each side of the boom)
- b) on/off control switch for high speed foot control of the hydraulic system
- c) intercom communication system controls
- d) plaque displaying functions for each pedestal boom operation
- e) plaque displaying rated load capacity for the platform
- f) Deactivation switch of the electric platform controls (all upper power) with the turntable electric controls remaining operable.

A safety guardrail will be provided at the turntable pedestal control station to prevent the operator from falling.

INCLINOMETER

An illuminated inclinometer will be provided and mounted in plan view of the pedestal operator location.

BOOM TRACKING LIGHTS

Two (2) Unity, 6" spot lights will be provided, one on each side of the boom base section to light the aerial device for night time operation.

AUXILIARY HYDRAULIC POWER

A 12-volt auxiliary pump will be provided to supply emergency power to the hydraulic system. This system will be operated off the truck batteries and provide limited but adequate power to operate the boom and outrigger jacks under emergency conditions.

OUTRIGGER GROUND JACKS

The outrigger control station will be located between the L1 compartment and the left

When in an area of impending contact, the system will shift the aerial controls into a reduced speed "creep mode" but will not limit travel of the aerial.

Both rotation interlock and the smart boom warning system will display information on a visual LED information center mounted at the turntable control pedestal and in the platform.

HYDRAULIC SYSTEM

A flange mounted 30 GPM hydraulic pump will be driven by a power take off unit that is connected to the chassis transmission to provide the power required for operating the aerial. The hydraulic system will have a minimum hydraulic reservoir for 65 gallons of special hydraulic fluid. The hydraulic reservoir will be located at the left side of the lower mainframe assembly. The hydraulic fluid must be discharged through a fine mesh stainless steel strainer. Within the system, pilot operated check valves will be incorporated so that all valves hold in their respective function(s). A ten (10) micron return filter of 40 gpm capacity, with replaceable cartridge, will be provided.

The hydraulic system will also incorporate automatic by-passes to compensate in the event the boom is forced into a building or the operator accidentally moving the control valve in the opposite direction while at full speed.

The hydraulic system will provide coast in the lift cylinders to prevent the outrigger jack system from coming off the ground. This will be accomplished through programmable platform controls that limit the acceleration and deceleration of the boom.

Intercooling of the hydraulic oil will be accomplished through a built in heat exchanger to cool oil at all times.

All hydraulic lines will be of the double braided type, with synthetic cover, rated at 12,000-psi burst pressure or above. A PTO hour meter will be provided to record the time when the aerial hydraulic system is engaged.

CONTROL PEDESTAL

There will be an aerial control pedestal located on the left side of the turntable. The control station will encompass three electric over hydraulic proportional lever type controllers for raising/lowering, extending/retracting, and rotating the aerial device.

The turntable pedestal controls will have manual overrides within the console useable through an access door. The lower pedestal controls will cancel the platform controls under all conditions.

There will be an audible alarm and warning light that are automatically activated when the outriggers are being deployed.

FRONT SUSPENSION LOCKING CYLINDERS

Two (2) hydraulic suspension-locking cylinders will be provided. The cylinders will be mounted to the chassis frame rails directly above the front axle. The cylinders will be activated when the main outrigger system is deployed.

BOOM ASSEMBLY

An elevated platform of the telescopic design consisting of a minimum of five sections will be provided.

The five sections produce a compact retracted length, allowing the platform to be positioned in tight or confined spaces at lower degrees of elevation. All sections will be of the lightweight open lattice, non-crossing enclosed box design of truss type construction to obtain optimal stability at full horizontal reach. The telescoping sections will be constructed from heat-treated 6061-T6 aluminum alloy material fastened by Aircraft type Huck bolts. There will be no welding on the boom so as not to lower the yield strength of the material and cause torsional fracture, grain distortions and unequal conductivity. There will be a minimum of 500 Aircraft type Huck bolts per section of boom. The base section of the boom will have a section modulus of 468 in.³ and a resisting bending moment of 16,000,000 in. lb. The base section will also consist of two heavy-duty steel side plates; one mounted each side of the boom. The steel side plates will be Huck bolted into place and will function to tie the boom, turntable, and lift cylinders together. There will be trailing beams attached to the side plates that will function to position and anchor lift cylinders into place and to distribute shock loads imposed by water hammer or hose breakage.

The boom will be left in a natural aluminum finish. Painting the boom will not be acceptable.

The boom will have the capability to shed ice build up during freezing conditions.

AERIAL PLATFORM DEVICE

An aerial platform device with a minimum 100-foot vertical reach will be provided. The height dimension will be calculated with the boom at 80 degrees. The horizontal reach of the device will not be less than 89 feet. The overall height of the apparatus with the aerial device in the bedded positions will be no more than 11 feet, 6 inches and the overall length of vehicle will be not more than 45 feet, 9-3/4 inches.

hand outrigger. The single outrigger control station will control all outrigger operations allowing for a one-person operation and quick set-up.

Individual control valves will be supplied for each mode of outrigger operation. There will be a plaque located next to each control displaying the function.

A two position hydraulic transfer valve (diverter valve) will be installed to direct hydraulic power to either the outrigger operations or the boom operations to prevent operation of both circuits at the same time.

Fluid capacity plate for all lubricants and filter part numbers will be provided.

There will be three other controls located at the outrigger control station:

- a) on/off switch for auxiliary hydraulic motor
- b) high speed control for hydraulic system
- c) on/off switch for electrical power to pedestal and platform.

The mid-ship mounted outrigger jack rams will have a minimum bore and stroke of 5"x 23". Outriggers that employ exposed hydraulic lines will not be acceptable.

The extendable outrigger stabilizers, when fully extended, will have a spread of 20 feet. The stabilizer sections will have a minimum overlap of 43" for safety and stability. The stabilizers will be operated independently or simultaneously and may be positioned to accommodate obstructions such as curbs, pavement depressions, parked vehicles, or any other hindrance. The extendable portion of the outrigger stabilizers and the support in the mainframe will be constructed of reinforced structural tubing, Type A500 Grade B or equivalent. Poly wear pads will be installed between inner and outer tubes. The extendable portion of the outrigger will ride on UHMW (ultra high molecular weight) slideblocks.

There will be two rear jacks located directly behind the rear tandem axle area, one each side of the vehicle, designed to extend straight down to take the weight off the rear suspension system. This will enable the vehicle to be set up in tight or confining spaces with cars, additional fire apparatus, or other obstructions nearby.

Any beam or contributing structural member, through which the jacks supports the weight of the boom (aerial sections), or any position of the apparatus plus the live loads peculiar to fire fighting operations, will be of ample strength to carry these loads without evidence of stress, bending, twisting or other failure(s). Pilot operated check valves will be incorporated on each jack cylinder and manual pin locks will be provided for each main outrigger jack, for additional safety.

made to prevent damage at full raise and lowering. There will be a pilot controlled check valve on each cylinder.

EXTENSION AND RETRACTION

The boom and platform will be extended by dual hydraulic rams mounted midway between the upper and lower main rails of the base section. The cylinders will be mounted at the ends of the base section and supported through the middle to accommodate the load stress(s) of the boom.

The hydraulic cylinders will extend the second section so that both cylinders hydraulically equalize and provide the additional safety feature of a double extension system. The extension/retraction cylinder shaft size will be a minimum of 3" in diameter. Each cylinder rod will have a tubular design to save weight.

The third, fourth, and fifth sections will be connected to the second section of the boom by dual aircraft cables. This design feature will eliminate the extra weight of hydraulic cylinders on the outer sections when extended to the side of the apparatus.

The design will be such that the operating hydraulic pressures of the main system will be 2,000 psi or less. Once again, as a safeguard feature, the system will be structurally and hydraulically designed and mounted to prevent rapid descent (retraction) of the aerial unit should a detachment, failure or hydraulic hose break.

All sections of the boom will extend and retract (slide) on special polymer slide blocks. Each slide block will be bolted into place and will be removable for inspection and maintenance. There will be minimum of 44 slide blocks throughout the five sections of the boom for proper alignment and stability.

OPERATIONAL TEST

After starting the engine, setting the jacks and transmitting power to the platform, a complete cycle of the platform operation will be carried out as follows: With one person operating the machine from the platform control station, raise the platform from horizontal, rotate through a 90 degree turn and extend to full specified height. This will be completed in less than 150 seconds, smoothly and without vibration. The platform will then be retracted and lowered to its starting position after which a thorough inspection will be made of all moving parts with special attention given to the platform leveling system.

This test will be repeated employing the controls at the lower pedestal control station. The effectiveness of the lower control override will be demonstrated.

CLIMBING LADDER

A NFPA compliant climbing ladder with high handrails will be provided for a continuous escape way and accessibility to and from the platform. Each section of the ladder will be attached to a specific boom section allowing the ladder to extend automatically at the same rate as the boom.

The climbing area will be free of cables, waterway and extension cylinders. The ladder climbing area will be a continuous escape way free of all obstacles.

LOAD CAPACITIES

The following load capacities will be established with the stabilizers at full horizontal extension and placed in the down position. Capacities will be based upon full extension and 360 degree rotation.

50 MPH WIND CONDITION (DRY)

The aerial platform will have a rated capacity of 1000 pounds at any elevation or extension. This condition will be with "NO WATER" flowing or in the waterway.

50 MPH WIND CONDITION (WET)

The aerial platform will have a rated capacity of 500 pounds at any elevation or extension. This condition will be "WITH WATER" flowing or in the waterway.

LIFTING CYLINDERS

The raising and lowering mechanism will consist of two hydraulic cylinders approximately 7" in diameter. The cylinders will be attached to the boom assembly in a manner that requires only 50% of the lifting force. The cylinders will be capable of lifting the full rated load of 1000 lb. with the boom at full horizontal extension with less than 1500 psi. hydraulic pressure.

The power operated raising and lowering cylinders will provide movement of the ladder and platforms rapidly and smoothly without undue sway or vibration. A positive locking device will be provided so the desired angle of elevation can be maintained indefinitely without dependence upon engine power.

As a safeguard feature, the lifting system will be structurally and hydraulically designed and mounted to prevent rapid descent (lowering) of the aerial unit in the event of detachment, failure or hydraulic hose break. In the event of failure of any raising mechanism during operation, the gravity descent of the ladder will be kept at a speed, which will prevent damage to the equipment or danger to personnel. Provisions will be

WATER SYSTEM TO THE PLATFORM

Water will be supplied through a machine honed and fitted telescopic waterway constructed of high tensile aluminum. The waterway sections will be provided with special pack gland type seals for minimum maintenance and the seals will be located on the inside of the telescoping waterway. Waterway seals located on the outside of the waterway will not be acceptable due to the decreased life expectancy caused by foreign particles and bad weather conditions damaging seals.

The waterway will be completely enclosed by the boom sections with supports for the end of each waterway section. This will leave the bottom side of each boom section completely free of extension/retraction cylinders, waterway supply line and waterway supports, hydraulic lines (extension/retraction cables) and nozzle(s) from possible damage due to the boom accidentally hitting against roof cornice or other types of constructions. The water supply line will come directly off the main pump discharge manifold and will be piped through smooth high pressure piping without the use of 90 degree chicksan joints, to reduce friction loss. A full flow gate valve to eliminate any possibility of water hammer on the waterway will control the water flow. The water will be passed through a special 4" passage-rotating swivel designed to also provide hydraulic passages and electrical circuits to the turntable.

Waterway piping immediately above the hydraulic swivel will have one 90 degree elbow connected to a straight pipe attached to a reinforced smooth bore hose. There will be no chicksan swivels or multiple bends or twists of the waterway pipe immediately above the hydraulic swivel, which would increase friction loss. The waterway diameter at the base section of the boom will have a minimum inside diameter of 3-1/4" and will finish in the fifth section of the boom with a minimum inside diameter of 5-1/4". This will be done in order to decrease the friction loss as much as possible while increasing the water flow.

The waterway and platform nozzles will have the capability of flowing a minimum of 2,000 gallons per minute. An automatic relief valve will be provided in the waterway to eliminate any damage to the waterway by pressure shock or retracting the boom with the drain valve closed.

WATERWAY CONTROLLER/FLOWMETER

The valve controller and flowmeter will be an Akron Navigator model 9305. The control will be of a current limiting design, requiring no clutches in the motor. The unit will have momentary open and close booted switches to operate the actuator. The bezel and case will be brass material. The unit will be capable of connecting to an auxiliary for operation to another location up to 370 feet away from the master control. The controller will have individual red, yellow and green long life LED's with light pipes for maximum visibility. The lights will indicate closed, throttled and open. The unit will have

solid-state electronics to provide easy, accurate flow calibration through electric programming, two-button operation to read pressure, flow and total flow. 5/8" tall LED numerals will show pressure and flow. The controller will have a 5-year warranty.

VALVE ACTUATOR

The valve will be electrically actuated with a 25:1 ratio valve actuator.

PLATFORM ACCESS LADDER

There will be an aluminum treadplate access ladder furnished near the rear of the body, on the left side, to access the platform. The ladder will be furnished with a drop down aluminum step to allow easy access when the vehicle is set-up on the outriggers. Each step will be illuminated for night operation.

PLATFORM AND EQUIPMENT

The platform will be constructed of heat reflecting reinforced aluminum to protect occupants against flash fires and freezing weather. The platform will have a minimum floor area of 19.5 sq. ft. and will be provided with closed sides, 42" high all around. The platform will be completely enclosed along the floorboard to protect occupants. There will be four doors in the platform, two in the front and two in the rear, each of which will be provided with a suitable safety latch. All doors will latch and open inward to avoid accidentally falling from the platform.

A slip-resistant front access step will be provided, full width of the platform, approximately 8-1/2" wide. The front corners will be chamfered for accessibility to parapets and roofs.

Drain openings will be provided to prevent water accumulation in the platform.

The platform-supporting member will be a welded steel fabrication in the form of a yoke. The yoke supporting tube will be bolted to the fly section of the boom. The platform will be attached to the yoke supporting tube through two swivel points, one each side, above center. The position of the supporting yoke tube will enable the platform to reach over roof cornices and other obstructions and position the platform directly on top of the roof without damaging the platform undercarriage, waterway supply line, hydraulic lines or boom sections.

A platform leveling system will be provided and so designed that the platform together with its rated load will be supported and maintained level in relation to the turntable regardless of the position of the boom or sections. This will include dual hydraulic cylinders on each side of the platform (four cylinders total) and a self-contained hydraulic leveling system (fully enclosed) in the end of the boom so that no hydraulic

lines, reel or base controls have to travel through the telescoping sections, helping to eliminate service problems or failure of the leveling system due to ruptured lines or leaking reels. The platform pivots will be mounted above center (characteristic of a ferris-wheel suspension) to prevent dumping the platform should a malfunction of the leveling system occur. As a safety feature, should a malfunction occur, there will be an emergency override control to level the platform.

PLATFORM BOOM OR SECTION BED LOCK

An interlock device will be provided which will prevent action and movement of the retracted elevating platform boom or sections in their bed until the ground jacks are placed in position to stabilize the vehicle. The interlock device will be located at the outrigger control station.

LOAD LIMITATIONS

Load instruction plates will be located at the turntable pedestal control station and the platform control station indicating the safe load of the platform. The platform will carry the rated load capacity indicated in the following manner: raise, extend, rotate, retract and lower without exceeding the hydraulic pressures prescribed by the manufacturer. Extensions, retraction, and elevation functions can be operated simultaneously.

THE PLATFORM will BE CAPABLE OF CARRYING ITS RATED LOAD SAFELY IN ANY POSITION OF OPERATION ACCORDING TO NFPA #1901.

PARAPET LADDER

There will be a two-section ladder assembly pivoting off of the front step of the platform that permits access over parapet walls and onto roof surfaces. The ladder will be self-storing and easily deployed and retracted using a gas spring assisted lever.

PLATFORM SPOT LIGHT

A Unlty 6" spotlight will be provided on the top rail of the platform for the use of the operator.

PLATFORM CONTROLS FOR BOOM OPERATION

The platform control station will be on the forward wall of the platform, centered for ease in operator viewing while operating the platform. The three controls will control the functions of raising and lowering, extension and retraction and rotation of the aerial. The placement of the controls will conform to NFPA.

The controls will be of the electronic type. This system will provide diagnostic functions

to aid in trouble shooting as well as programmable features to control speed, acceleration and deceleration.

The controls will be lighted for nighttime operation.

All electrical connections to the control panel will be made through waterproof connections and be easily removed or replaced for service.

The following additional items will be located at the platform control station:

- 1] On/off control switch for light to illuminate controls for nighttime operation.
- 2] Foot operated switch for high-speed control of the hydraulic system.
- 3] A button to activate "creep mode" of the aerial operation
- 4] Slave Intercom station allowing "hands free" operation of the intercom.
- 5] A "rungs aligned for climbing" for all high-handrail aerial ladder platforms.
- 6] A low breathing air pressure warning alarm.

A red vinyl cover will be provided to cover the control panel in the aerial platform. The cover will be secured at the top and snaps will be used at the bottom.

INCLINOMETER

An illuminated inclinometer will be provided and mounted in plan view of the aerial platform operator.

120 VOLT CIRCUIT TO PLATFORM

One (1) 20 amp electrical circuit utilizing 12 gauge 3 conductor electric cable will be provided to the tip of the ladder. The circuit will be wired from an enclosed terminal strip below the turntable through the collector ring assembly.

One (1) (NEMA-L5-20) female, three-prong, twist lock receptacle, with environmental cover, will be located below the aerial platform controls.

RIGHT SIDE PLATFORM MONITOR

The right side platform monitor will be an Akron Gemini™ style 3473 manual hand wheel controlled. The monitor will be constructed of lightweight Pyrolite® and have a

flow capacity of 1000 GPM. The monitor will be attached directly to the platform supporting yoke with a valve to control the flow of water.

LEFT SIDE PLATFORM MONITOR

The left side platform monitor will be a Elkhart Vulcan RF. The monitor will be attached directly to the platform supporting yoke with a valve to control the flow of water. The monitor will have a 3" inside diameter and a 4-bolt flange. The monitor will be capable of the full flow of the aerial waterway of up to 1250 G.P.M. Positioning of the monitor will be accomplished through electric controls located at the aerial tip, pump panel and hand held transmitter.

RIGHT SIDE MONITOR NOZZLE

The right side monitor will be equipped with an Akron Turbomaster™ style 1755 with selectable gallonage of 500-750-1000-1250 gpm settings.

LEFT SIDE MONITOR NOZZLE

The left side monitor will be equipped with an Elkhart SM-1250 E nozzle and a 248A stream shaper. The flow pattern will be adjustable with the electric controls.

AUXILIARY YOKE OUTLETS

Directly behind each turret a 2-1/2" NST outlet, reduced to an 1-1/2" with cap and chain, will be provided as auxiliary outlets with gate valves near the platform. A hose carrier for 50 ft. 1-1/2" hose will be provided in the platform.

WATER CURTAIN

A water spray system will be provided beneath the platform and controlled by a hand operated valve inside the platform. The spray system will provide 75 GPM of water in a 25 ft. diameter water curtain below the platform. As a safety factor, one or both turret nozzles may be directed straight down for large volumes of water directly below.

INTERCOM

A Fire Research Model IC201 intercom system will be provided between the platform and the lower control station. The platform station will be a "hands free" model while the lower "master" station will utilize a noise canceling handheld microphone. The finish will be black chrome powder coat.

BREATHING AIR SYSTEM

Breathing air system to the platform will be provided. The system will be complete with low air warning alarm. Two (2) 6000 psi cylinders will be provided with pressure regulators mounted at cylinder with relief valve. All valves, pressure regulators and gauges will be protected from accidental damage. Low pressure air hose will be connected to two quick disconnects. Two breathing mask compartments will be provided in the platform.

There will be a second air bottle mounted on the turntable floor. It will be plumbed together with the primary bottle so that either bottle may be used.

AIR BOTTLE REFILL

There will be a screw-type shutoff valve and a CGA air fitting supplied on the air system plumbing to which a refill hose can be connected. The fitting will be installed with a stainless steel tee. There will be a protective dust cap installed on the air line fittings. The air storage bottle will be refillable without disconnecting the air line plumbing.

STOKES ARMS

There will be two arms mounted under the front step of the platform that swing out and lock in the deployed position to provide support for a full size stokes basket and victim. The arms and platform will have six anchor points to securely tie down a basket and victim.

LIFTING EYE

A double lifting eye will be attached to the fly section of the boom with two eye bolts for the purpose of hoisting a stokes basket. When a stokes basket is suspended from the eye, the basket will be able to be reached by an attendant in the platform. Capacity of the eyes will be 250 lb. each and any weight suspended from it will be subtracted from the rated capacity of the platform.

OPERATION AND SERVICE MANUALS

Two (2) complete "Operation and Service" manuals will be supplied with the completed apparatus. Service manual instructions will include service, maintenance and troubleshooting for major and minor components of the truck. The apparatus manufacturer will supply part numbers for major components (i.e. Engine, Axles, Transmission, Pump, etc.). A table of contents, hydraulic, air brake and overall apparatus wiring schematics will be included.

A video training tape on the operation of the truck will be supplied with the manuals.

CONTINGENCY FUND

A \$10,000 contingency fund has been added to the price of this apparatus for any additional items which the [REDACTED] Fire District may want to add to the specified truck at any point after the truck is purchased, and until it is delivered. Any money that is not spent will be refunded to [REDACTED] Fire District upon delivery of the vehicle. **WARRANTIES**

The following warranties will be supplied:

1. The apparatus will be warranted to be free from mechanical defects in workmanship for a period of one (1) year. The apparatus will be covered for parts and labor costs associated with repairs for a period one (1) year.
2. Life-time warranty on the frame.
3. Seven (7) year warranty on paint.
4. Ten (10) body structural warranty
5. Ten (10) year cab structural warranty
6. Manufacturers Warranties for all major components.

 FIRE DISTRICT



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SUTPHEN CORPORATION

7000 COLUMBUS-MARYSVILLE RD.

AMLIN, OH 43002-0158

HS-4596

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Page Num: 1

Tree View (User Defined)

HS-4596 - [REDACTED] AZ - SPH-100

10030410 -- AERIAL TOWER, SPH-100' (W/PUMP)

10088888 -- SPECIAL ITEM

3509-625X.062 -- TAPE, BLK INSEAL 5/8"x1/16"

C2-32-15 -- LEVER LATCH-ADJ W/RAISED TRIGR

11024392 -- CAB TSAL4SK 62" 10" Half Raised Slant Back 2009

1000006 -- WARNING TAGS

3000031-01-1211 -- OIL/TRANS DIPSTICKS SIZE B

3000254-24 -- SIZE B VERBIAGE BEZEL BLACK

TAG-C -- BEZEL WARNING TAG SIZE C

TAG-D -- BEZEL WARNING TAG SIZE D

TAG310-A -- COMPUTER CODE SWITCH

TAG381-A -- ABS CODE SWITCH

TAG385 -- JUMP STUD TAG

TAG410-B -- TAG Exiting Cab

TAG431 -- CHASSIS DATA PLATE

TAG55-A -- BATTERY SAFETY PRECAUTION

TAG56-A -- EXPLOSION WARNING

TAG57-A -- SEATED & BELTED

TAG58-A -- TRACTION WARNING

TAG59-A -- FAN WARNING

1000111 -- SHIMS Cab "07" Cab Set

CHF-1989 -- SHIM Front Tilt 07

1102430 -- CAB TSAL4SK 62" 10" Full Raised Slant Back

CHF-1890 -- GUIDE Door Seal Rear Lower

CHF-1892 -- COVER Frt Upper Wire Trough RR

CHF-1943 -- COVER 62" Cab Rear Wire Trough

CHF-2060 -- FILLER Door Seal Right Front

CHF-2061 -- FILLER Door Seal Left Front

CHF-2062 -- FILLER Door Seal Right Rear

CHF-2063 -- FILLER Door Seal Left Rear

CHF-2120 -- BRKT 10"RR Waterfall WO/Comp

TSAL4SK -- CAB Slant Back 10"RR 1/2 62"

1102650 -- 62" Cab, 10" R/R, Slant Back Cab Prep #2

47183 -- MARKER LIGHT-LED-AERODYNAMIC

91823 -- SWITCH Door Cab & Compartment

B-171 -- DISCONNECT 16-14 Butted Seam

CHF-1962 -- FLOOR MAT Drivers Engine Side

CHF-1963 -- FLOOR MAT Mid Seat Box

CHF-1964 -- FLOOR MAT Driver Floor

CHF-1965 -- FLOOR MAT Pass Engine Side

CHF-1966 -- FLOOR MAT Pass Mid Seat Box

CHF-1967 -- FLOOR MAT Pass Floor

CHF-1968 -- FLOOR MAT Rear Engine Cover

CHF-1969-2 -- FLOOR MAT Rear 62" Cab

CHF-2099 -- FLOOR MAT Behind Driver

1102651 -- 62" Cab, 10" R/R, Slant Back Cab Prep #3

0050370 -- DARK GRAY SEAM SEALER 8405.3M

08881 -- UNDERCOATING Black Aerosol

1750H2-250 -- RUBBER Door Seal By Hinge

2-21481-AA -- SEAL Door W/Adhesive Sut Cab

70-17-027 -- RUBBER Flat Side Window Wiper

70-17-224 -- SEAL Pound On Bubble Rubber

70-27-025 -- MOLDING J-Drip 84" 07 Cab

78-307-541A -- RUBBER Neoprene Bubble Adhesiv

BF41AH74 -- SOUND Mat Hood Insulation

CHF-1543 -- STEP Lower Assy Door 07

CHF-1822 -- ASSY Access Door Engine 07

CHF-1909 -- COVER Rear Seat Box Access 07

Qty	UOM	Type	Origin
1.00		Make	R.0
1.00		Make	A.0
1.00		Make	A.42
3.00	FT	Buy	BOM
1.00	EA	Buy	BOM
1.00		Make	B.2
1.00		Make	M.0
1.00	EA	Buy	BOM
2.00	EA	Buy	BOM
3.00	EA	Buy	BOM
5.00	EA	Buy	BOM
1.00	EA	Buy	BOM
1.00	EA	Buy	BOM
1.00	EA	Buy	BOM
4.00	EA	Buy	BOM
1.00	EA	Buy	STD
1.00	EA	Buy	BOM
1.00	EA	Buy	BOM
4.00	EA	Buy	BOM
1.00	EA	Buy	BOM
2.00	EA	Buy	BOM
1.00		Make	B.31
2.00	EA	Buy	STD
1.00		Make	E.0
4.00	EA	Buy	STD
2.00	EA	Buy	STD
2.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00	EA	Buy	STD
4.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00		Make	A.6
5.00	EA	Buy	BOM
4.00	EA	Buy	BOM
8.00	EA	Buy	BOM
1.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00	EA	Buy	STD
1.00		Make	B.2
5.00	EA	Buy	BOM
0.50	EA	Buy	BOM
18.40	FT	Buy	BOM
61.20	FT	Buy	BOM
10.00	FT	Buy	BOM
43.40	FT	Buy	BOM
4.00	PC	Buy	BOM
21.00	FT	Buy	BOM
1.00	SHT	Buy	BOM
4.00	EA	Buy	STD
1.00	EA	Buy	STD
2.00	EA	Buy	STD



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	Qty	UOM	Type	Origin
CHF-2002 -- HEAT SHIELD 07 Cab	1.00	EA	Buy	STD
CHF-2003-01 -- STEP Treadplate 07 Left Hand	2.00	EA	Buy	STD
CHF-2003-02 -- STEP Treadplate 07 Right Hand	2.00	EA	Buy	STD
CHF-2072 -- TREADPLATE Floor Mat Joiner	1.00	EA	Buy	STD
CHF-2165 -- COVER Driver Seat Box	2.00	EA	Buy	STD
CHT-486 -- TRIM Door Window LH Slope	2.00	EA	Buy	BOM
CHT-487 -- TRIM Door Window RH Slope	2.00	EA	Buy	BOM
CHT-517 -- TRIM Treadplate Floor	5.00	EA	Buy	BOM
SUT-42B -- SEAL Door Jam Wedge W/PSA	2.00	EA	Buy	BOM
TB25-145 -- MOLDING Cozy Wing Blk & Chrome	8.00	FT	Buy	BOM
1102652 -- 62" Cab, 10" R/R, Slant Back Cab Prep #4	1.00		Make	A.0
BC-158 -- STRAP Ground 2-Ga.	2.00	EA	Buy	STD
1102654 -- 62" Cab, 10" R/R, Slant Back Cab Prep #6	1.00		Make	A.0
03-100 -- BUTTON Clip Cap Black	120.00	EA	Buy	BOM
1/4 F CELL -- FOAM-CLOSED CELL CHARCOAL 1/4"	10.00	FT	Buy	BOM
3403S -- PANEL Driver Visor ABS/Vinyl	1.00	EA	Buy	STD
3404S -- PANEL Pass. Visor ABS/Vinyl	1.00	EA	Buy	STD
BACKING BOARD -- 96" X 48" BACKING BOARD	1.00	EA	Buy	BOM
CHF-1921 -- HEADLINER Rear Std Gry/Blk D/W	3.00	EA	Buy	STD
CHF-1925 -- PANEL Back Wall Grey D/Ware	1.00	EA	Buy	STD
SUT-INT-GRY-DW -- FABRIC-GRY/BLK DURAWARE	3.00	YD	Buy	STD
SV2430720XCM -- SUNVISOR Lexan Smoke Tint	2.00	EA	Buy	BOM
1102655 -- 62" Cab, 10" R/R, Slant Back Cab Prep #7	1.00		Make	A.0
3200 -- HANDLE cab C/P	2.00	EA	Buy	BOM
CHT-155A -- SPACER Grab Handle Cab Door	4.00	EA	Buy	BOM
INSULATION -- 3MIL AA/3/4" EPS FM INSULATION	2.00	SHT	Buy	BOM
1102656 -- 62" Cab, 10" R/R, Slant Back Cab Prep #8	1.00		Make	A.7
101555 -- LOGO Sutphen Nameplate SS	1.00	EA	Buy	STD
730-4233FT -- MOLDING Chrome Plated Door Edg	3.00	FT	Buy	BOM
75000317 -- TRIM Black Edge Pound On	2.00	FT	Buy	BOM
75005A591 -- URETHANE MARINE GRADE SEALANT	1.00	TBE	Buy	BOM
CHF-1322 -- TRIM Cab Fender	2.00	EA	Buy	STD
CHF-1329 -- ASSEMBLY Front Grill W/Q2B	1.00	EA	Buy	STD
CHF-1343 -- GRILLE Lower Front	1.00	EA	Buy	STD
CHF-1550 -- RUBBER Front Fender Liner 9'	2.00	EA	Buy	STD
CHF-1928 -- PLATE DRC Tilt Cab Toe Conn 07	1.00	EA	Buy	STD
CHF-2091 -- COVER PLATE Front Grill	1.00	EA	Buy	STD
CHF-2131 -- BRACKET Z Toe Kick Pnl Shield	1.00	EA	Buy	STD
CHT-496 -- PLATE LOGO-FRONT GRILLE	1.00	EA	Buy	BOM
CHT-587 -- PANEL Toe Kick Fuse CB Recess	1.00	EA	Buy	BOM
HX1048-EPDM -- RUBBER-70 DUROMETER BLACK	11.00	FT	Buy	BOM
STRIPE-RR6-NE -- 6" RUBY RED SLINO EDGE X 10'	0.05	EA	Buy	BOM
1102657 -- 62" Cab, 10" R/R, Slant Back Cab Prep #9	1.00		Make	A.0
0050370 -- DARK GRAY SEAM SEALER 8405 3M	6.00	EA	Buy	BOM
CHF-2055 -- PLUG Floor Black Nylon	6.00	EA	Buy	STD
11031100 -- MANUAL BACK-UP for One Piece Tilt Cab	1.00		Make	I.52
11031399 -- WINDOWS (2) Side Solid 1-Pc Tilt	1.00		Make	C.0
1103139 -- WINDOWS (2) Side Solid 1-Pc Tilt	1.00		Make	B.0
70-17-234 -- RUBBER Windshield	16.50	FT	Buy	BOM
70-21-922 -- GLASS Solid For Side of Cab	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
75000723 -- STRIP Chrome WINDSHIELD LOCK	16.50	FT	Buy	BOM
11031421 -- POWER CAB WINDOWS, Front & Rear Cab Doors	1.00		Make	J.0
1103421 -- POWER CAB WINDOWS, Front & Rear Cab Doors	1.00		Make	G.0
316WINSTOPPAD -- WINDOW PAD 3/16"x1"x1 1/4"	12.00	EA	Buy	STD
CHF-2010 -- PLATE Drv Power Window Switch	1.00	EA	Buy	STD
CHF-2011 -- PLATE Sgle Power Window Switch	3.00	EA	Buy	STD
CHF-2047 -- HARNESS Window Switches Driver	1.00	EA	Buy	STD
CHF-2048 -- HARNESS Window Switch Officer	1.00	EA	Buy	STD
CHF-2049 -- HARNESS Window Switch Rear Drv	1.00	EA	Buy	STD
CHF-2050 -- HARNESS Window Switch Rear Off	1.00	EA	Buy	STD
FWC-BA -- CONDUIT For Doors For Wires	2.00	EA	Buy	BOM
S019 -- SWITCH Rocker W/Connector	7.00	EA	Buy	STD
1103422 -- TAG Power Window Label	1.00		Make	A.0
TAG478 -- TAG Power Window Label	1.00	EA	Buy	STD
11031450 -- SLIDING WINDOWS, Back Wall, 17" x 19"	1.00		Make	C.0
1103450 -- SLIDING WINDOWS, Back Wall, 17" x 19"	1.00		Make	B.0
1001208U0 -- WINDOW Rear Sliding 17" x 19"	2.00	EA	Buy	BOM
4851 -- WEATHERSTRIP 1/2"W-5/32"TH	14.00	FT	Buy	BOM
11031510 -- GLOVE BOX DELETED	1.00		Make	A.0
11031665 -- CONSOLE, Deluxe W/ Notebook Holders	1.00		Make	C.0
1103165 -- CONSOLE, Deluxe W/ Notebook Holder Cab #4	1.00		Make	C.0
11 000 188 -- LOUVER Round 2.7 Sonora	6.00	EA	Buy	STD
3313X -- TRAY Notebook ABS	1.00	EA	Buy	STD
CPFL000003 -- FOOTMAN'S LOOP 2" SZP	2.00	EA	Buy	BOM
UMVS-1625-11 -- 16" TO 25" VARIABLE STRAP	1.00	EA	Buy	BOM
VNY3384X-6174 -- TRAY/PLENUM W/Cup Holder	1.00	EA	Buy	STD
11031825 -- EMS CABINET, Slant Back Cab, Back Wall, Full Width	1.00		Make	A.0
1103825 -- EMS CABINET, Slant, Back Wall, Full Width, Cab #6	1.00		Make	A.0
CHF-1975 -- EMS CABINT Rear Wall Mt Full 07	1.00	EA	Buy	BOM
11032929 -- PANELS, Door, Full Interior, STS	1.00		Make	D.29
11035400 -- TREADPLATE Rear Exterior Wall	1.00		Make	E.0
1103540 -- TREADPLATE Rear Exterior Wall Cab #3	1.00		Make	D.0
ATP.063#C -- TREADPLATE ALUM.063 COMMERCIAL	80.00	LB	Buy	BOM
SIKA 221 -- CAULKING Sikaflex Gray Adhesiv	3.00	TBE	Buy	BOM
11035425 -- DIAMONDPLATE Step A/T Cab Roof	1.00		Make	D.0
1103542 -- DIAMONDPLATE Step A/T Cab Roof Cab #3	1.00		Make	B.0
CHT-518 -- PLATE Roof Treadplate Stepping	1.00	EA	Buy	BOM
SIKA 221 -- CAULKING Sikaflex Gray Adhesiv	2.00	TBE	Buy	BOM
11040000 -- PANEL Cab Accessory Fuse	1.00		Make	I.0
1104001 -- PANEL Cab Accessory Fuse - Additional Wiring	1.00		Make	E.0
15712-06/06-22A -- BLOCK Cab Aux Fuse 12 Position	1.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
332-002-150 -- RELAY Bosch 12V 75 Amp	1.00	EA	Buy	BOM
CHF-2045 -- BOX Accessory Fuse Panel	1.00	EA	Buy	STD
CHF-611 -- PIGTAIL Accessory Fuse Panel	1.00	EA	Buy	BOM
CHF-738 -- CABLE Aux Fuse Blk Cab Power	1.00	EA	Buy	BOM
CHF-739 -- CABLE Aux Fuse Blk Cab Ground	1.00	EA	Buy	BOM
P-C-1939 -- PIGTAIL Cab Accessory Fuse Pnl	1.00	EA	Buy	BOM
1104002 -- PANEL Cab Accessory Fuse Battery Pwr Cable	1.00		Make	A.0
CHF-740 -- CABLE Aux Fuse Blk Batt Power	1.00	EA	Buy	BOM
12010010 -- AIR HORNS Dual, No Lanyard	1.00		Make	C.0
1201001 -- AIR HORNS Dual - Solenoid	1.00		Make	B.0
038NPB -- LOOM 3/8"	10.00	FT	Buy	BOM
3250-06164 -- TUBING air brake 3/8" blue	10.00	FT	Buy	BOM
R2LA2200 -- VALVE Air Horn 12V Honeywell	1.00	EA	Buy	BOM
TH1804 -- (1-1/4) CONDUIT CLAMP	1.00	EA	Buy	BOM
1201002 -- HORNS Air Grover Rectangular	1.00		Make	A.0
2040-S -- RECTANGULAR AIR HORNS	2.00	EA	Buy	BOM
12030300 -- SWITCH Air Horn Foot (Each)	1.00		Make	D.0
1203030 -- SWITCH Air Horn Foot (Each)	1.00		Make	C.0
CHF-623 -- SPACER FOR FOOT SWITCH	1.00	EA	Buy	BOM
SP-491-S156 -- FOOT SWITCH-COMPACT/PRE-WIRED	1.00	EA	Buy	BOM
TAG424 -- AIR HORN	1.00	EA	Buy	BOM
12030500 -- STEERING WHEEL BUTTON WIRED TO THE AIR HORN	1.00		Make	A.23
13010210 -- ALTERNATOR Prestolite 320 Amp ISM 07	1.00		Make	G.0
1301210 -- Prestolite Alternator 320AMP - ISM EGR	1.00		Make	E.0
4962PA -- ALTERNATOR Leece Neville 320A	1.00	EA	Buy	BOM
5957-050HL -- CABLE LUG 3/0 90 DEG 1/2" RING	1.00	EA	Buy	BOM
BC-143 -- CABLE Alternator To Starter	1.00	EA	Buy	BOM
BCL-2/0-38 -- COPPER LUG 2/0 W/3/8"EYELET	1.00	EA	Buy	BOM
BCL-2/0-56 -- COPPER LUG 2/0 W/5/16"EYELET	1.00	EA	Buy	BOM
14010625 -- AXLE Meritor Frt MFS 22K Disc "07"	1.00		Make	A.0
1401625 -- AXLE Meritor Frt MFS 22K Disc "07"	1.00		Make	A.0
MFS20133ANK27 -- AXLE 23K Disc 34" Mtg Ctr 2007	1.00	EA	Buy	STD
14510553 -- AXLE Rear Meritor 48K Disc "07"	1.00		Make	A.0
1451053 -- AXLE Rear Meritor 48K Disc "07" Frame Assembly	1.00		Make	A.0
80W-90 -- OIL 80W-90 FOR REAR AXLE	9.25	GAL	Buy	BOM
RD23160NFK2086 -- 48K DISC-EX225 BRAKE-ALUM 1710	1.00	EA	Buy	STD
RR23160NFK3358 -- 48K DISC-EX225 BRAKE-ALUM 1710	1.00	EA	Buy	STD
15010500 -- BATTERIES Type 31 MHD (4)	1.00		Make	U.4
1501000 -- Batteries for 1-Pc tilt cab	1.00		Make	T.4
12047948 -- TPA SECONDARY LOCK	1.00	EA	Buy	BOM
12048074 -- TERMINAL FEMALE 18-16 METRI-PK	4.00	EA	Buy	BOM
12162144 -- METRI-PACK 150 4 CAVITY	1.00	EA	Buy	BOM
30055-40 -- 40 AMP CIRCUIT BREAKER W/MOUNT	1.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
BC-115 -- STARTER - BREAKER SOLENOID	1.00	EA	Buy	BOM
BC-138 -- BATTERY CIRCUIT GROUND	1.00	EA	Buy	BOM
BC-153 -- CABLE, GROUND, FRAME RAIL	1.00	EA	Buy	BOM
BC-154 -- CABLE, GROUND, BATT/BUMPER EXT	1.00	EA	Buy	BOM
BC-155 -- CABLE, GROUND, BUMPER EXTENSIO	1.00	EA	Buy	BOM
BC-156 -- CABLE, GROUND, TILT PUMP	1.00	EA	Buy	BOM
BCL-238 -- COPPER LUG 2 GA. W/3/8" EYELET	1.00	EA	Buy	BOM
CHF-2204 -- ASSY Battery Box Complete 07	1.00	EA	Buy	STD
DCS35-300-1 -- CURRENT SENSOR, 0.5 TO 4.5VOLT	1.00	EA	Buy	BOM
MEG-200 -- FUSE, Mega Slow Blo 200 Amp	1.00	EA	Buy	BOM
18010046 -- BRAKE SYSTEM Wabco 1200 (Tandem)	1.00		Make	W.12
1801032 -- PEDAL Air Brake Cab #4	1.00		Make	E.0
1868X4X4 -- MALE CONNECTOR 1/4" TUBEX 1/4" MP	1.00	EA	Buy	BOM
1869X10X6S -- 90% MALE SWIV. 5/8" TUBEX 3/8" MP	2.00	EA	Buy	BOM
1869X4X6 -- 90% MALE ELBOW 1/4" TUBEX 3/8" MP	4.00	EA	Buy	BOM
1869X6X6 -- 90% MALE ELBOW 3/8" TUBEX 3/8" MP	1.00	EA	Buy	BOM
1880X8S -- ELBOW Male Swivel 45 Deg. 5" TB	2.00	EA	Buy	STD
3200X6 -- ADAPTER	2.00	EA	Buy	BOM
3220X6X4 -- 3/8x1/4 HEX BUSHING	1.00	EA	Buy	BOM
3750X6 -- STREET TEE	2.00	EA	Buy	BOM
461-332-009-0 -- VALVE Brake 3 PSI W/Studs	1.00	EA	Buy	STD
894-041-631-2 -- SWITCH Stoplight	3.00	EA	Buy	BOM
961-899-714-2 -- TREADLE & Plate 50 Deg Brake	1.00	EA	Buy	STD
1801033 -- MANIFOLD Air Brake Pedal Cab #4	1.00		Make	B.0
1345 -- BULKHEAD 1/4FP X 3/4-16 THREAD	2.00	EA	Buy	BOM
1869X4X4 -- 90% MALE ELBOW 1/4" TUBEX 1/4" MP	2.00	EA	Buy	BOM
3220X4X2 -- BUSHING 1/4x1/8	2.00	EA	Buy	BOM
3700X4 -- FEMALE PIPE TEE 1/4" BRASS	2.00	EA	Buy	BOM
411M -- AIR PRESSURE SENDER 0-150 PSI	2.00	EA	Buy	BOM
4246-04106 -- TUBING air brake 1/4" black	6.00	FT	Buy	BOM
894-041-629-2 -- LOW PRESSURE SWITCH (PTC)	2.00	EA	Buy	BOM
1801034 -- BRAKE Parking Center of Hood 07	1.00		Make	F.0
1345 -- BULKHEAD 1/4FP X 3/4-16 THREAD	1.00	EA	Buy	BOM
1869X6 -- 90% MALE ELBOW 3/8" TUBEX 1/4" MP	1.00	EA	Buy	BOM
1880X6X2 -- 45% MALE ELBOW 3/8" TUBEX 1/8" MP	2.00	EA	Buy	STD
894-041-630-2 -- PARK BRAKE SWITCH (PTC)	1.00	EA	Buy	STD
936-649-014-0 -- PARK BRAKE VALVE	1.00	EA	Buy	BOM
CHF-1809 -- PLATE Park Brake Switch	1.00	EA	Buy	STD
1801037 -- VALVES Wabco Brake Tandem Axle 07	1.00		Make	E.1
934-099-101-0 -- VALVE Wabco Double Check	1.00	EA	Buy	STD
934-899-074-0 -- VALVE Wabco Pressure Protectio	1.00	EA	Buy	STD
971-899-152-0 -- INVERSION RELAY VALVE	1.00	EA	Buy	BOM
1801040 -- HOSES Air Brake Tandem	1.00		Make	F.0
50202 -- MULTI TUBE CLAMP 5-1/2" X 2"	12.00	EA	Buy	BOM
6MP-1390X6X6-25 -- 6AB-6ABS-6MP-1390X6X6-25 HOSE	2.00	EA	Buy	BOM
6MP-1390X6X6-66 -- 6AB-6ABS-6MP-1390X6X6-66 W/SPG	1.00	EA	Buy	BOM
AB-120 -- HOSE Air Brake 3/8" Fe. Swivel	2.00	EA	Buy	STD
AB-120-#8 -- HOSE Air Brake 1/2" Fe. Swivel	2.00	EA	Buy	STD
AB-32 -- AIR BRAKE HOSE 32" LONG 3/8"	2.00	EA	Buy	BOM
AB-32-#8 -- AIR BRAKE HOSE 32" LONG 1/2"	2.00	EA	Buy	BOM
CHF-1974 -- HARNESS Air Brake SPH100 07	1.00	EA	Buy	STD
1801041 -- TANKS Dual Air Tandem Axle	1.00		Make	G.0



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	Qty	UOM	Type	Origin
14TC -- AIR BRAKE T-HDL DRAIN COCK	2.00	EA	Buy	BOM
934-199-020-0 -- ONE WAY CHECK VALVE	1.00	EA	Buy	BOM
CHF-1882 -- AIR TANK Outboard Mounted	2.00	EA	Buy	STD
CHF-1884-01 -- BRACKET Outboard Air Tank LH	1.00	EA	Buy	STD
CHF-1884-02 -- BRACKET Outboard Air Tank RH	1.00	EA	Buy	STD
1801042 -- TANK Wet/Purge Tandem Axle	1.00		Make	B.0
14TC -- AIR BRAKE T-HDL DRAIN COCK	2.00	EA	Buy	BOM
1869X10 -- 90% MALE ELBOW 5/8" TUBEX 1/2" MP	3.00	EA	Buy	BOM
1869X4X4 -- 90% MALE ELBOW 1/4" TUBEX 1/4" MP	1.00	EA	Buy	BOM
1869X4X6 -- 90% MALE ELBOW 1/4" TUBEX 3/8" MP	1.00	EA	Buy	BOM
1869X6X6 -- 90% MALE ELBOW 3/8" TUBEX 3/8" MP	1.00	EA	Buy	BOM
963-880-004-0 -- PRESSURE RELIEF VALVE	1.00	EA	Buy	BOM
CHF-1274 -- ASSY Wet/Purge Tank 19.5 X 9.5	1.00	EA	Buy	STD
1801043 -- TANK Secondary Air Tandem Axle	1.00		Make	C.0
14TC -- AIR BRAKE T-HDL DRAIN COCK	1.00	EA	Buy	BOM
1868X8X8 -- MALE CONNECTOR 1/2" TUBEX 1/2" MP	1.00	EA	Buy	BOM
1869X10 -- 90% MALE ELBOW 5/8" TUBEX 1/2" MP	1.00	EA	Buy	BOM
1869X6X8 -- 90% MALE ELBOW 3/8" TUBEX 1/2" MP	1.00	EA	Buy	BOM
3152X8 -- 1/2 P.T. HEX PLUG	3.00	EA	Buy	BOM
934-899-001-0 -- PRESSURE PROTECTION VALVE	1.00	EA	Buy	BOM
934-899-027-0 -- PRESSURE PROTECTION W/1-WAY	1.00	EA	Buy	BOM
CHF-1275 -- ASSY Primary/Secondary 21.5 X 12	1.00	EA	Buy	STD
1801044 -- TANK Accessory Air Tandem Axle	1.00		Make	B.4
14TC -- AIR BRAKE T-HDL DRAIN COCK	1.00	EA	Buy	BOM
1869X6X6 -- 90% MALE ELBOW 3/8" TUBEX 3/8" MP	1.00	EA	Buy	BOM
1869X8X8 -- 90% MALE ELBOW 1/2" TUBEX 1/2" MP	2.00	EA	Buy	BOM
3152X6 -- 3/8 P.T. HEX PLUG	3.00	EA	Buy	BOM
7028 -- 7 X 36 AIR PRESSURE TANK	1.00	EA	Buy	BOM
1801045 -- AIR DRYER Wabco SS1200IP Tandem Axle	1.00		Make	A.0
1868X6 -- MALE CONNECTOR 3/8" TUBEX 1/4" MP	1.00	EA	Buy	BOM
1869X10 -- 90% MALE ELBOW 5/8" TUBEX 1/2" MP	1.00	EA	Buy	BOM
1869X4X4 -- 90% MALE ELBOW 1/4" TUBEX 1/4" MP	1.00	EA	Buy	BOM
2503-12-8 -- 45 DEG. MALE ELBOW	1.00	EA	Buy	BOM
3350X8 -- 45 DEG. STEEL	1.00	EA	Buy	BOM
432-413-024-0 -- SS1200IP AIR DRYER	1.00	EA	Buy	BOM
1801052 -- BRACKETS Air Tanks Tandem Axle Frame Assembly	1.00		Make	C.7
CHF-1272 -- BRACKET 07 Air Tank 5" Wide	2.00	EA	Buy	STD
CHF-2109 -- BRACKET SPH Rear Air Tank	1.00	EA	Buy	STD
CHF-379 -- ASSEMBLY 7" AIR TANK MOUNT	2.00	EA	Buy	BOM
18088888 -- SPECIAL ITEM	1.00		Make	A.16
1866X8X8 -- CONNECTOR 1/2" Tube x 1/2" FMP	1.00	EA	Buy	BOM
934-899-027-0 -- PRESSURE PROTECTION W/1-WAY	1.00	EA	Buy	BOM
18120000 -- ANTI-LOCK BRAKES Rockwell Wabco, Tandem, Ver E	1.00		Make	L.1
1801046 -- ABS Solenoid Module Tandem Axle	1.00		Make	A.0
1868X8X8 -- MALE CONNECTOR 1/2" TUBEX 1/2" MP	2.00	EA	Buy	BOM
1869X8X8 -- 90% MALE ELBOW 1/2" TUBEX 1/2" MP	1.00	EA	Buy	BOM
472-500-320-0 -- ABS SOLENOID VALVE	1.00	EA	Buy	BOM
CHF-1301 -- BRACKET Front ABS Valve	1.00	EA	Buy	STD
1804102 -- ANTI-LOCK BRAKES Rockwell Wabco, Tandem, Ver D	1.00		Make	F.0



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	Qty	UOM	Type	Origin
0-332-207-300 -- RELAY BOSCH 12V	3.00	EA	Buy	BOM
446-106-210-0 -- ECU "E" VERSION 6S/4M J1939	1.00	EA	Buy	BOM
449-511-090-0 -- MODULATOR VALVE CABLE 9 METERS	2.00	EA	Buy	BOM
449-532-060-0 -- SOLENOID CABEL 6 METER RH 90	1.00	EA	Buy	BOM
449-533-060-0 -- SOLENOID CABLE 6 METER LH 90	1.00	EA	Buy	BOM
449-711-031-0 -- SENSOR CABLE 3.1 METERS LONG	2.00	EA	Buy	BOM
449-711-100-0 -- ABS SENSOR EXT CABLE 10 METERS	4.00	EA	Buy	BOM
DT06-12SB -- CONNECTOR 12 PIN SOCKET ASSY	1.00	EA	Buy	BOM
DT06-12SC -- CONNECTOR 12 PIN SOCKET ASSY	1.00	EA	Buy	BOM
1812000 -- ABS Valve w/o Traction Control, Tandem Axle	1.00		Make	A.1
4721950050 -- SOLENOID VALVE	2.00	EA	Buy	BOM
973-298-068-0 -- VALVE Relay Tandem Axle	1.00	EA	Buy	STD
CHF-2108 -- BRACKET Air System Accessories	2.00	EA	Buy	STD
20010081 -- BUMPER 18" Ext. W/ Trough "07"	1.00		Make	G.0
2001081 -- BUMPER 18" Ext. W/ Trough "07" Cab #8	1.00		Make	G.0
014NPB -- LOOM 1/4" High Temp Gry Stripe	10.00	FT	Buy	BOM
21002A -- AMBER MARKER LIGHT	0.00	EA	Buy	BOM
21051Y -- LIGHT Led Marker Amber	2.00	EA	Buy	BOM
730-1054 -- ELECTRIC HORN	1.00	EA	Buy	BOM
730-1055 -- ELECTRIC HORN	1.00	EA	Buy	BOM
CHF-1504 -- BUMPER SKIN Air Horns Out "07"	1.00	EA	Buy	STD
CHF-1520 -- PLATE Bumper Nut 07	2.00	EA	Buy	STD
CHF-1843 -- PLATE 18" Bumper Attach T/Eye	2.00	EA	Buy	STD
CHF-1845 -- SKIN 18" Bumper Top W/Trough	1.00	EA	Buy	STD
CHF-1846-01 -- SKIN 18" Bumper LH Side T/P 07	1.00	EA	Buy	STD
CHF-1846-02 -- SKIN 18" Bumper RH Side T/P 07	1.00	EA	Buy	STD
CHF-1852 -- ASSY Bumper Reinforcement 07	1.00	EA	Buy	STD
CHF-1853 -- ASSY 18" Bumper Hose Trough	1.00	EA	Buy	STD
CHF-1866 -- BRACKET Air Horn 18" Bumper 07	2.00	EA	Buy	STD
CHF-1867-01 -- ANGLE LH Bumper Mounting	1.00	EA	Buy	STD
CHF-1867-02 -- ANGLE RH Bumper Mounting	1.00	EA	Buy	STD
CHF-1868 -- ANGLE Hose Trough Support 18"	2.00	EA	Buy	STD
CHF-504 -- BRACKET Mountin SH4020 Speaker	1.00	EA	Buy	BOM
CHT-237B -- PLATE Bumper Mounting	2.00	EA	Buy	BOM
CHT-367A -- GUARD ICC Light Side of Bumper	2.00	EA	Buy	BOM
CHT-543 -- HARNESS Front Bumper	1.00	EA	Buy	BOM
L8250-SS-10E-M2 -- CLAMP 5/8" Loop .25" Bolt Size	12.00	EA	Buy	BOM
SH4020 -- SPEAKER Compact No Bracket	1.00	EA	Buy	BOM
21010052 -- COOLING System ISM Clutch Fan Drive	1.00		Make	Y.5
2101003 -- COOLING System ISM "07" Engine Prep	1.00		Make	F.0
999310 -- FAN CLUTCH ISM	1.00	EA	Buy	STD
CT9410 -- TORQUE HOSE CLAMP	1.00	EA	Buy	BOM
FLX5532-0010 -- 5/8" HEATER HOSE	1.00	FT	Buy	BOM
HO993249 -- 3-WAY VALVE FOR FAN CLUTCH	1.00	EA	Buy	BOM
HO993671 -- SWITCH Thermal N.O.	1.00	EA	Buy	STD
HO996762253 -- FAN 11 Blade S60 & ISM 07	1.00	EA	Buy	STD
2101004 -- COOLING System ISM "07" Engine Cab Prep	1.00		Make	Q.4
100NPB -- LOOM 1"	1.00	FT	Buy	BOM
3000HG -- NALCOOL COOLING SYSTEM TREATMN	1.00	EA	Buy	BOM
367-400 -- 4" WIRE REINFORCED HOSE	4.00	EA	Buy	BOM
3909.002.0000 -- RADIATOR AKG W/CAC "07"	1.00	EA	Buy	STD
4503-16-12D -- 45% ADPT 1" BEADED TO 3/4" PIPE	1.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
700679-002 -- SENSOR Low Coolant ISL 2007	1.00	EA	Buy	STD
ANTIFREEZE -- ANTIFREEZE	10.00	GAL	Buy	BOM
B9224-0406 -- 4" AIR TO AIR CLAMP	8.00	EA	Buy	BOM
CBA20-300 -- MOUNT Lord Radiator	4.00	EA	Buy	STD
CHF-1819 -- ASSY Lower Fan Shroud	1.00	EA	Buy	STD
CHF-1823 -- PANEL Upper Fan Shroud	1.00	EA	Buy	STD
CHF-1824 -- PANEL Fan Shroud Left Side	1.00	EA	Buy	STD
CHF-1869 -- STAY ROD RH Radiator 07	1.00	EA	Buy	STD
CHF-1870 -- MOUNT RH Radiator Stay Rod 07	1.00	EA	Buy	STD
CHF-1871 -- MOUNT LH Radiator Stay Rod 07	1.00	EA	Buy	STD
CHF-1899 -- PIPE ISM Top Radiator	1.00	EA	Buy	STD
CHF-1900 -- PIPE ISM Air To Air LH Side	1.00	EA	Buy	STD
CHF-1904 -- PIPE S60 & Cummins Lower Rad A	1.00	EA	Buy	STD
CHF-1905 -- PIPE B ISM Lower Radiator	1.00	EA	Buy	STD
CHF-2054 -- STAY ROD LH Radiator 07	1.00	EA	Buy	STD
CHF-2056 -- PIPE ISM Air To Air Officer	1.00	EA	Buy	STD
CHF-286A -- CLAMP STANDOFF BRACKET	1.00	EA	Buy	BOM
CT300BL -- 2 3/4" & 3" HOSE (RAD HOSE CT)	8.00	EA	Buy	BOM
CT9416 -- 1-1/4" CLAMP FOR BY PASS HOSE	2.00	EA	Buy	BOM
FLX551518014400D -- 2-1/4" RADIATOR HOSE	0.50	FT	Buy	BOM
FLX551520014400A -- 2-1/2" RADIATOR HOSE	0.50	FT	Buy	BOM
FLX5532-0016 -- 1" HEATER HOSE	3.50	FT	Buy	BOM
HB311 -- SHOCK ABSORBER BUSH - SMALL	8.00	EA	Buy	BOM
HK3817 -- RUBBER COATED CLAMP	1.00	EA	Buy	BOM
J-2049-52 -- HEADWASHER CBA20 Radiator Mt	4.00	EA	Buy	BOM
J-2049-65 -- TAILWASHER CBA20 Radiator Mt	4.00	EA	Buy	BOM
OPT-202A -- LOCKDOWN WASHER PLATE	1.00	EA	Buy	BOM
U400Z -- MUFFLER CLAMP 4" ZINC PLATE	1.00	EA	Buy	BOM
21030106 -- SYSTEM Coolant Recovery ISM	1.00		Make	C.0
2103106 -- SYSTEM Coolant Recovery ISM	1.00		Make	C.0
CHF-2044 -- TANK Surge Radiator "07"	1.00	EA	Buy	STD
CT9410 -- TORQUE HOSE CLAMP	1.00	EA	Buy	BOM
22010001 -- DRIVESHAFTS 1710 Dual Axle H/R	1.00		Make	D.28
2201001 -- DRIVESHAFTS 1710 Dual Axle H/R	1.00		Make	B.28
905545-14/S -- SHAFT Bogle Inner Axle 48K	1.00	EA	Buy	STD
DRIVESHAFTS/S -- COMPLETE DRIVESHAFT ASSEMBLY	1.00	EA	Buy	STD
22510002 -- ENCLOSURE Engine Black Vinyl	1.00		Make	E.0
2251000 -- ENCLOSURE Engine Tunnel Cab #4	1.00		Make	G.0
1345 -- BULKHEAD 1/4FP X 3/4-16 THREAD	1.00	EA	Buy	BOM
754-30-2-12M5 -- CLAMP	6.00	EA	Buy	BOM
BF41AH74 -- SOUND Mat Hood Insulation	1.50	SHT	Buy	BOM
CHF-1902 -- HOOD Fiberglass Engine 07	1.00	EA	Buy	STD
CHT-454 -- BRACKET-DASH HARNESS MOUNTING	1.00	EA	Buy	BOM
HK3817 -- RUBBER COATED CLAMP	4.00	EA	Buy	BOM
2251001 -- ENCLOSURE Engine Tunnel Cab #5	1.00		Make	B.0
528-3301 -- DOME LIGHT W/CHROME BEZEL	1.00	EA	Buy	BOM
EL-155 -- BRACKET HOOD LIGHT ONE PC TILT	1.00	EA	Buy	BOM
2251002 -- ENCLOSURE Engine Tunnel Eng Prep	1.00		Make	C.0
5007 -- PUSH-PULL SWITCH	1.00	EA	Buy	BOM
8113-10 -- KNOBS CHROME PLATED	1.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
— OPT-202A -- LOCKDOWN WASHER PLATE	1.00	EA	Buy	BOM
— 2251004 -- COVERS Top Engine Hood Black Vinyl	1.00		Make	A.0
— CHF-2162 -- COVER Front Engine Hood Black	1.00	EA	Buy	STD
— CHF-2163 -- COVER Rear Engine Hood Black	1.00	EA	Buy	STD
— 23011067 -- ENGINE Cummins ISM 500 hp/1550 ft lb TM31 "07"	1.00		Make	AB.10
— 2301167 -- ENGINE Cummins ISM 500 hp/1550 ft lb TM31 "07"	1.00		Make	F.3
— 00770730 -- ENG ISM 500HP W/T/JB "07" TM21	1.00	EA	Buy	STD
— 25-080644 -- BELT A/C ISM W/TM31 07	1.00	EA	Buy	BOM
— CHF-1903 -- BRKT TM31 Cmprsr Trans ISM	1.00	EA	Buy	STD
— 2301169 -- FUEL SYSTEM Cummins ISM "07"	1.00		Make	A.35
— 23 836-10 RL -- 5/8" DIESEL FUEL HOSE	25.00	FT	Buy	BOM
— 23 836-6 RL -- 3/8" DIESEL FUEL HOSE	3.00	FT	Buy	BOM
— 23 836-8 RL -- 1/2" DIESEL FUEL HOSE	27.00	FT	Buy	BOM
— 2503-10-6 -- FITTING 45Deg 5/8MF X 3/8MP	1.00	EA	Buy	STD
— 2650 -- CHECK VALVE 3/8" DIESEL FUEL	1.00	EA	Buy	BOM
— 6802-10-10 -- 45% O RING ELBOW	1.00	EA	Buy	BOM
— 934-10-10 -- PUSH ON HOSE FITTING	1.00	EA	Buy	BOM
— 934-8-8 -- PUSH ON HOSE FITTING	1.00	EA	Buy	BOM
— 2301170 -- POWER STEERING Pump & Res ISM "07"	1.00		Make	C.0
— 3912883187 -- POWER STEERING PUMP GASKET	1.00	EA	Buy	BOM
— 91410-A -- OIL RESERVOIR	1.00	EA	Buy	BOM
— 9416 -- CLAMP Breeze 1" Hose	2.00	EA	Buy	BOM
— CHF-692 -- BRACKET ISM Accessory	1.00	EA	Buy	BOM
— V20NFL1D11T038C8 -- PUMP P/S LH For S60 & ISM	1.00	EA	Buy	STD
— 2301171 -- AIR FILTER System ISM "07"	1.00		Make	G.33
— 1675-202 -- MALE 2020 FITTING WITH FILTER	1.00	EA	Buy	BOM
— 90HL50R40SN -- REDUCING ELBOW	1.00	EA	Buy	BOM
— B9200-0450 -- T-BOLT CLAMP 4-1/2" STAINLESS	2.00	EA	Buy	BOM
— B9200-0525-0G00B -- T-BOLT CLAMP 5-1/4" STAINLESS	2.00	EA	Buy	BOM
— CHF-2084 -- PIPE ISM Air To Turbo	1.00	EA	Buy	STD
— RE540 -- ELBOW Reducing 90 Deg 5" To 4"	1.00	EA	Buy	STD
— X770062 -- ELECTRICAL INDICATOR	1.00	EA	Buy	BOM
— 2301172 -- ELECTRICAL System ISM "07"	1.00		Make	D.0
— 50076-SS-16EIM8 -- CLAMP 1" LOOP FOR AIR COMP	3.00	EA	Buy	BOM
— BC-112 -- GROUND STRAP	1.00	EA	Buy	BOM
— BC-123 -- BATTERY POWER POSITIVE	1.00	EA	Buy	BOM
— CHF-884 -- CABLE GND ALT TO STARTER	1.00	EA	Buy	STD
— CHF-885 -- CABLE GND STARTER TO BATTERY	1.00	EA	Buy	STD
— 2301173 -- OIL System ISM "07"	1.00		Make	A.7
— 15W-40 -- OIL Kendall Super D-3 15W-40	10.30	GAL	Buy	BOM
— 202449 -- DIPSTICK TUBE ASSY.	1.00	EA	Buy	BOM
— 216484 -- DIPSTICK BAYONET	1.00	EA	Buy	BOM
— 2404-5-2 -- MALE CONNECTOR	1.00	EA	Buy	BOM
— 2501-5-4 -- 5MJ-AMP90 FITTING	1.00	EA	Buy	BOM
— 2301174 -- MOTOR MOUNT Assy ISM "07"	1.00		Make	F.0
— CB-1123-2 -- MOUNT CENTER BONDED ISOLATOR	6.00	EA	Buy	BOM
— CBA28-1050 -- MOUNT Lord Front Motor	2.00	EA	Buy	STD
— CHF-1240 -- ASSY Frame to Trans Mount	1.00	EA	Buy	STD
— CHF-2110 -- ANGLE Left Trans Mount ISM	1.00	EA	Buy	STD



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	Qty	UOM	Type	Origin
CHF-2111 -- ANGLE Right Trans Mount ISM	1.00	EA	Buy	STD
CHF-572 -- S-60 RIGHT FRAME MOTOR MOUNT	1.00	EA	Buy	BOM
J-2049-54 -- HEADWASHER CBA28 Motor Mount	2.00	EA	Buy	BOM
J-2049-68 -- HEADWASHER GB-1123 Rubber Mt	2.00	EA	Buy	BOM
J-2049-69 -- TAILWASHER CBA28 Motor Mount	2.00	EA	Buy	BOM
J-2049-70 -- HEAD WASHER FOR ISOLATOR MOUNT	6.00	EA	Buy	BOM
2301175 -- ASSY Motor ISM "07"	1.00		Make	H.0
1858X4 -- MALE CONNECTOR 1/4" TUBEX 1/4" MP	1.00	EA	Buy	BOM
275707 -- D-2 GOVERNOR	1.00	EA	Buy	BOM
3200X12X8 -- ADAPTER 3/4" FPT X 1/2" MPT	1.00	EA	Buy	BOM
3400X2 -- ELBOW 90 Deg Street 1/8"	2.00	EA	Buy	BOM
4501-16-12 -- ADPTR 90Deg 1" Bead Tube .75MP	1.00	EA	Buy	BOM
4503-16-12D -- 45% ADPT 1" BEADED TO 3/4" PIPE	1.00	EA	Buy	BOM
CHF-2006 -- GUARD ISM Acc Drive Pulley	1.00	EA	Buy	STD
CHT-346A -- BRACKET FUEL FILTER M11	1.00	EA	Buy	BOM
CHT-593-01 -- BUSHING - 1.500" LONG	2.00	EA	Buy	STD
SS-100 -- HOSE SST Braided 100" Long	1.00	EA	Buy	BOM
2301176 -- PEDAL Accelerator ISM "07"	1.00		Make	B.0
71010N0-47SD-00 -- THROTTLE Elect 7000 IS Ser "07"	1.00	EA	Buy	STD
2302114 -- MANIFOLD Heater ISM Eng Prep "07"	1.00		Make	C.0
3400X12 -- 90 DEG ST EL 3/4 FNPT X 3/4 MNPT	1.00	EA	Buy	BOM
90-100-MK-12X12 -- HOSE Silicone 1" Hlr 90 Deg	1.00	EA	Buy	BOM
CT9416 -- 1-1/4" CLAMP FOR BY PASS HOSE	2.00	EA	Buy	BOM
FLX5532-0016 -- 1" HEATER HOSE	1.00	FT	Buy	BOM
2302116 -- MANIFOLD Heater ISM Eng Set "07"	1.00		Make	B.13
3152X6 -- 3/8 P.T. HEX PLUG	2.00	EA	Buy	BOM
4501-16-12 -- ADPTR 90Deg 1" Bead Tube .75MP	1.00	EA	Buy	BOM
CHF-758 -- MANIFOLD HEATER	1.00	EA	Buy	BOM
CHF-789 -- BRACKET, HEATER MANIFOLD MTG.	1.00	EA	Buy	BOM
CT9416 -- 1-1/4" CLAMP FOR BY PASS HOSE	2.00	EA	Buy	BOM
SRVSXV590HP-10-6 -- VALVE Ball Water Manifold	4.00	EA	Buy	STD
23022005 -- AUX COOLER ISM "07"	1.00		Make	D.30
2302205 -- AUX COOLER ISM "07" Eng Prep	1.00		Make	B.0
14336-1-5 -- HEAT EXCHANGER 2007 Series 60	1.00	EA	Buy	STD
1880X6X6 -- 45% MALE ELBOW 3/8" TUBEX 3/8" MP	2.00	EA	Buy	BOM
3400X6 -- 90 DEG ST EL	1.00	EA	Buy	BOM
89-6 -- SHUT-OFF VALVE	1.00	EA	Buy	BOM
CHF-2182 -- BRKT HEAT EXCHANGER ISM 5" FWD	1.00	EA	Buy	STD
CT300BL -- 2 3/4" & 3" HOSE (RAD HOSE CT)	2.00	EA	Buy	BOM
FLX551520014400A -- 2-1/2" RADIATOR HOSE	0.50	FT	Buy	BOM
U325Z -- MUFFLER CLAMP 3.25" ZINC PLATE	1.00	EA	Buy	BOM
2302215 -- AUX COOLER ISM "07" Cab Set	1.00		Make	C.29
2501-4-2 -- 90 DEG MALE ELBOW	1.00	EA	Buy	BOM
2501-6-4 -- FITTINGS	1.00	EA	Buy	BOM
2503-6-4 -- 45% MALE ELBOW	1.00	EA	Buy	BOM
934-5-4 -- 45 DEG 1/4 FM PUSH ON FITT.	4.00	EA	Buy	BOM
CHF-284A -- HEAT EXCHANGER HARNESS	1.00	EA	Buy	BOM
CT300BL -- 2 3/4" & 3" HOSE (RAD HOSE CT)	4.00	EA	Buy	BOM
FLX551520014400A -- 2-1/2" RADIATOR HOSE	0.50	FT	Buy	BOM
23030021 -- SEPARATOR Air Intake/emblem 07 Cab for ISM, ISL	1.00		Make	A.0



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	Qty	UOM	Type	Origin
2303021 -- EMBER Spark Arrester Screen 07 Cab for ISM, ISL	1.00		Make	A.0
123970.10 -- SCREEN-EMBER (SPARK ARRESTOR)	1.00	EA	Buy	BOM
123970014 -- EMBER SCREEN Air Intake 07	1.00	EA	Buy	STD
700-470 -- AIR FILTER Air Aid	1.00	EA	Buy	STD
CHF-2013 -- BOX Air Filter Expanded 07	1.00	EA	Buy	STD
23031833 -- GOVERNOR Class 1 TPG1939 Pressure	1.00		Make	B.0
2303180 -- GOVERNOR Class 1 TPG1939 Pressure	1.00		Make	B.0
117690 -- GOVERNOR TPG J1939.W/CAN	1.00	EA	Buy	STD
23110000 -- JACOBS ENGINE BRAKE, Ser 60, ISM	1.00		Make	B.16
2311000 -- JACOBS ENGINE BRAKE, Ser 60, ISM	1.00		Make	A.13
0-332-207-300 -- RELAY-BOSCH 12V	1.00	EA	Buy	BOM
46F2066 -- HOUSING 3-HOLE FEMALE CAP	1.00	EA	Buy	BOM
FIT-221-1/4-RD -- HEAT SHRINK TUBING 1/4" RED	0.10	FT	Buy	BOM
S435-0051G -- SWITCH JAKE ON-OFF ROCKER	1.00	EA	Buy	BOM
23520006 -- ELECTRICAL SYSTEM, Aerial ISM "07"	1.00		Make	C.0
2352000 -- Electrical 07 Cab #2	1.00		Make	C.0
CHF-1400 -- HARNESS Overhead Front Of Cab	1.00	EA	Buy	STD
CHF-1412 -- HARNESS Rear Door Light R&L	2.00	EA	Buy	STD
CHT-434 -- DRC TILT CAB DASH HARNESS	1.00	EA	Buy	BOM
2352001 -- Electrical 07 Cab #4	1.00		Make	A.0
CHF-1402 -- HARNESS Main Cab Wiring	1.00	EA	Buy	STD
2352015 -- ELECTRICAL 07 ISM Dash Prep	1.00		Make	F.0
CHF-1420 -- HARN Cab Interface ISM 07	1.00	EA	Buy	STD
CHF-1425 -- BOX Throttle Interlock S60/Cum	1.00	EA	Buy	STD
CHT-435 -- DRC SWITCH PANEL HARNESS	1.00	EA	Buy	BOM
DT04-3P-P007 -- "T" RECEPTACLE J-1939	1.00	EA	Buy	BOM
2352016 -- ELECTRICAL 07 ISM Eng Prep	1.00		Make	B.0
CHF-1426 -- HARNESS Engine ISM & ISL 07	1.00	EA	Buy	STD
2352019 -- Electrical 07 Aerial Cab Set	1.00		Make	A.0
0890827 -- CHAIN FOR WIRING HARNESS CAP	1.00	FT	Buy	BOM
CHF-1406 -- HARNESS Shift Pad "07" Chassis	1.00	EA	Buy	STD
CHF-1408 -- HARNESS Trans Adpt Toe Brd Int	1.00	EA	Buy	STD
CHF-1409 -- HARNESS Inside Cab Adptr	1.00	EA	Buy	STD
CHF-1413 -- HARNESS Engine Cmptr Adptr	1.00	EA	Buy	STD
CHF-1863 -- CABLE AC Battery Power	1.00	EA	Buy	STD
CHT-322A -- FRAME HARNESS CONNECTOR BRACKET	1.00	EA	Buy	BOM
CHT-365A -- CABLE UPPER POWER AERIAL TOWER	2.00	EA	Buy	BOM
WHDS-24-2 -- STRAIN RELIEF 90 DEG FOR FRAME	3.00	EA	Buy	BOM
2352020 -- ELECTRICAL 07 ISM Aerial Brakes	1.00		Make	B.0
CHF-1404 -- HARNESS "E" Ver Cab "07"	1.00	EA	Buy	STD
CHF-1405 -- HARNESS Trans "07" Chassis	1.00	EA	Buy	STD
CHF-1407 -- HARNESS VIM/Power "07" Chassis	1.00	EA	Buy	STD
CHF-1416-01 -- HARNESS J1939 Eng Trans	1.00	EA	Buy	STD
CHF-1421 -- HARN Frame Interface ISM 07	1.00	EA	Buy	STD
CHT-420 -- AERIAL TOWER FRAME HARNESS	1.00	EA	Buy	BOM
24010362 -- EXHAUST ISM Aerial Tower	1.00		Make	E.10



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	Qty	UOM	Type	Origin
2401309 -- EXHAUST System "07" Frame Assembly	1.00		Make	A.0
CHF-988 -- BRKT Exhaust Hanger Frame	2.00	EA	Buy	STD
2401362 -- EXHAUST ISM Aerial Tower	1.00		Make	E.9
733-5976 -- CLAMP Sts 4" Band	2.00	EA	Buy	BOM
BKT1090 -- EXHAUST HANGER-10" CHANNEL	1.00	EA	Buy	BOM
CHF-1895A -- HEAT SHIELD C13 & ISM 07	1.00	EA	Buy	STD
CHF-1910 -- PIPE ISM Turbo To Bellows	1.00	EA	Buy	STD
CHF-2136 -- PIPE ISM Bellows-Part AT & MT	1.00	EA	Buy	STD
CHF-285A -- MUFFLER ANGLE BRACKET	1.00	EA	Buy	BOM
CHF-942 -- PIPE Muffler C13 Single Axle	2.00	EA	Buy	STD
CHT-183B -- T-BRKT FOR HANGING TAIL PIPE	1.00	EA	Buy	BOM
DSH-300 -- SLEEVE Exhaust Fiberglass 07	3.00	EA	Buy	BOM
H1510 -- MUFFLER HANGER	2.00	EA	Buy	BOM
HD8097 -- MUFFLER SINGLE WRAP-FLAT SIDE	1.00	EA	Buy	BOM
L510 -- 90 DEGREE ELBOW SHORT RADIUS	2.00	EA	Buy	BOM
LL500 -- 90 DEG. ELBOW LONG	1.00	EA	Buy	BOM
RO540 -- REDUCER 5"ID X 4"OD-ALUMINIZED	1.00	EA	Buy	BOM
SPO50818PL -- STRAIGHT EXHAUST TIP	1.00	EA	Buy	BOM
SSB40012 -- BELLOW Sts Exhaust 4"	1.00	EA	Buy	STD
TTS500 -- 5" BAND CLAMP FOR EXHAUST	4.00	EA	Buy	BOM
U500Z -- MUFFLER CLAMP 5" ZINC PLATE	3.00	EA	Buy	BOM
UV375 -- CLAMP "V" ISL Turbo	1.00	EA	Buy	STD
2502100 -- FRAME Double Rail/Tand Axle 07	1.00		Make	W.0
2502011 -- CAB TILT Frame Assy "07"	1.00		Make	D.0
CHF-1500 -- ASSY Cab Tilt Subframe "07"	1.00	EA	Buy	STD
CHT-103A -- CAB PIVOT BRKT (TILT)	2.00	EA	Buy	BOM
K1000F-10 -- PINS Kaiser Frt Spring & Tilt	1.00	KIT	Buy	BOM
2502012 -- CAB Safety Latch System "07"	1.00		Make	D.0
CHF-1847 ASSY -- KIT Cab Safety Latch	1.00	EA	Buy	STD
2502100 -- FRAME Double Rail/Tand Axle 07	1.00		Make	K.0
AT-C-1747 -- MOUNT U-Bolt Modular Body	2.00	EA	Buy	BOM
CHF-1360 -- ASSY Front Frame Section	1.00	EA	Buy	STD
CHF-1534 -- ASSY Transmission Crossmember	1.00	EA	Buy	STD
CHF-1828 -- SPACER Battery Box	1.00	EA	Buy	STD
CHF-2101 -- ASSY Tandem Cross Member	1.00	EA	Buy	STD
CHF-2108 -- BRACKET Air System Accessories	2.00	EA	Buy	STD
CHF-386 -- BRACKET Air Dryer Mounting	1.00	EA	Buy	BOM
CHF-424 -- CROSSMEMBER ASSY. FRONT	1.00	EA	Buy	BOM
MHFF-DT16-25 -- HUCK BOLT 16MM STEEL GRADE 8	26.00	EA	Buy	BOM
MHFF-DT16-45 -- HUCK BOLT 16MM Steel Grd 8	4.00	EA	Buy	BOM
2502110 -- CAB TILT Tandem Axle AT 07	1.00		Make	K.0
16-3 SOV-250 -- 16-3 SO VUTRON CABLE	22.00	FT	Buy	BOM
1641-B -- 1/4-28 STRAIGHT GREASE ZERT	2.00	EA	Buy	BOM
2GA -- CABLE 2GA welding blk	17.00	FT	Buy	BOM
5953-010FL -- CABLE LUG 2GA 3/8" RING 90DEG.	1.00	EA	Buy	BOM
9200-A -- RUBBER CAB ISOLATOR	2.00	EA	Buy	BOM
CHF-1181 -- PIN RH Lower Tilt Cylinder	1.00	EA	Buy	STD
CHF-1184 -- ASSY Tilt Cylinder Pin	3.00	EA	Buy	STD
CHF-1185 -- SPACER Tilt Cylinder	2.00	EA	Buy	STD
CHF-1246 -- ASSY Cab Latch Mount	2.00	EA	Buy	STD
CHF-1250 -- ASSY Rear Cab Mount	2.00	EA	Buy	STD



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CHF-1307 -- CYLINDER Cab Lift 07 Cab	2.00	EA	Buy	STD
CHF-1918 -- COVER Cab Tilt Bushing	2.00	EA	Buy	STD
CHF-1980 -- PUMP Cab Tilt MY 2008	1.00	EA	Buy	STD
LH50000101 -- HYDRAULIC LATCH	2.00	EA	Buy	BOM
OPT-149A-2 -- TILT CYLINDER SPACER - 1/2"	4.00	EA	Buy	BOM
OPT-202A -- LOCKDOWN WASHER PLATE	4.00	EA	Buy	BOM
PKT18642 -- KIT Cab Tilt Hose & Figs 07	1.00	EA	Buy	STD
SE-100-1 -- MOUNT Hystec Cab	6.00	EA	Buy	STD
25023000 -- FRONT JACK Aerial Tower 07	1.00		Make	A.0
2502300 -- FRONT JACK Aerial Tower 07	1.00		Make	A.0
CHF-1573 -- JACK Front Cylinder "07"	2.00	EA	Buy	STD
CHF-1576 -- ASSY Axle Lock Plate	2.00	EA	Buy	STD
26020100 -- FUEL BEAM, Aerial Tower	1.00		Make	J.0
2602010 -- FUEL BEAM, Aerial Tower	1.00		Make	H.0
060064 -- VENT DIESEL FUEL ANTI SPILL	1.00	EA	Buy	BOM
115873 -- SENDER Fuel Beam	1.00	EA	Buy	STD
130-12BSX.875FS -- FITTING 90 Deg Fuel Beam P/U	1.00	EA	Buy	STD
1868X8X8 -- MALE CONNECTOR 1/2" TUBEX 1/2" MP	1.00	EA	Buy	BOM
20A-AL -- QUICK DISCONNECTS	1.00	EA	Buy	BOM
20C-AL -- QUICK DISCONNECTS	1.00	EA	Buy	BOM
2404-10-12 -- MALE CONNECTOR 5/8" MFx3/4" NPT	1.00	EA	Buy	BOM
3152X8 -- 1/2 P.T. HEX PLUG	3.00	EA	Buy	BOM
3220X12X8 -- 3/4x1/2 HEX BUSHING	1.00	EA	Buy	BOM
3250-08104 -- TUBING air brake 1/2" black	4.00	FT	Buy	BOM
44605K109 -- CAP Cast Iron 2" Pipe 125 PSI	1.00	EA	Buy	STD
5500-12-12 -- MALE ELBOW 3/4" MPx3/4" MP STEEL	1.00	EA	Buy	BOM
600009 -- FUEL CAP NON VENTED-14" CABLE	1.00	EA	Buy	BOM
701-1599 -- GASKET FUEL TANK SENDER	1.00	EA	Buy	BOM
934-10-10 -- PUSH ON HOSE FITTING	1.00	EA	Buy	BOM
934-8-8 -- PUSH ON HOSE FITTING	1.00	EA	Buy	BOM
AT-C-1755 -- REAR DROP TO I-BEAM ANGLE	2.00	EA	Buy	BOM
AT-C-7212 -- ASSY Fuel Beam LH & RH Fill	1.00	EA	Buy	STD
BV2-12T -- BALL VALVE 3/4" BRASS	1.00	EA	Buy	BOM
CHF-1306 -- ASSY Diesel Fuel Filler	1.00	EA	Buy	STD
DIESEL FUEL -- DIESEL FUEL ON ROAD SUPREME	75.00	GAL	Buy	BOM
H176 -- FUEL LINE	3.00	FT	Buy	BOM
27020000 -- HANDRAILS Sutphen 62/73" Cab Full Tilt Knurled	1.00		Make	A.0
2701153 -- HANDRAILS Black Plastic 62" Cab #7	1.00		Make	A.0
9-1225-BLC -- GRAB HANDLE BLACK PLASTIC	3.00	EA	Buy	BOM
AE9-01226 BLK -- GRAB HANDLE Black Plastic 18.5	1.00	EA	Buy	STD
2702000 -- HANDRAILS Sutphen 62/73" Cab Full Tilt Knurled Cab	1.00		Make	A.0
283040 -- GASKET handrail ends & ctr	8.00	EA	Buy	BOM
4000-B-LH-CH -- BRKT LT grab hndl 30 deg C/P	4.00	EA	Buy	BOM
4000-B-RH-CH -- BRKT RT grab hndl 30 deg C/P	4.00	EA	Buy	BOM
GR002ALBRT120 -- HANDRAIL knurled anodized alum	10.00	FT	Buy	BOM
27021000 -- HANDRAILS Rear Wall Aerial Tower	1.00		Make	A.0
2702100 -- HANDRAILS Rear Wall Aerial Tower Cab #7	1.00		Make	0.1
283040 -- GASKET handrail ends & ctr	4.00	EA	Buy	BOM
4000-B-LH-CH -- BRKT LT grab hndl 30 deg C/P	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
— 4000-B-RH-CH -- BRKT RT grab hndl 30 deg C/P	2.00	EA	Buy	BOM
— GR002ALBRT120 -- HANDRAIL knurled anodized alum	3.00	FT	Buy	BOM
— 27030003 -- HANDRAIL, Rear Cab Interior Door, Knurled, Slant	1.00		Make	E.0
— 27030003 -- HANDRAIL, Rear Cab Interior Door, Knurled, Slant	1.00		Make	B.3
— CHF-1209 -- ADAPTOR Handrail Extrusion	4.00	EA	Buy	STD
— CHF-1217 -- BRKT Straight Back Grab Handle	2.00	EA	Buy	STD
— CHF-1218 -- BRKT Slant Back Grab Hdle LH	1.00	EA	Buy	STD
— CHF-1218-02 -- BRKT Slant Back Grab Hdle RH	1.00	EA	Buy	STD
— GR002ALBRT120 -- HANDRAIL knurled anodized alum	5.00	FT	Buy	BOM
— 28010718 -- HEAT/AC 80K BTU Heat 55K BTU A/C TM31 ISM	1.00		Make	I.10
— 2801003 -- HEAT/AC 80K BTU Heat 55K BTU A/C TM31	1.00		Make	L.1
— 034NPB -- LOOM 3/4" Hi Temp Gry Stripe	27.00	FT	Buy	BOM
— 078NPB -- LOOM 7/8" Hi Temp Gry Stripe	22.00	FT	Buy	BOM
— 332-002-150 -- RELAY Bosch 12V 75 Amp	1.00	EA	Buy	BOM
— 51 000 721 -- A/C Package Premium-Zolatone	1.00	KIT	Buy	STD
— CHF-2080 -- CABLE AC Unit To Power Stud	1.00	EA	Buy	STD
— 2801005 -- HEAT/AC 80K BTU Heat 55K BTU A/C TM31	1.00		Make	A.28
— 63 000 643 -- FITTING R134 Charge Kit	1.00	EA	Buy	STD
— R-134A-30 -- REFRIGERANT	6.50	LB	Buy	BOM
— 2801007 -- HEAT TO FEET Pro Air Cab #4	1.00		Make	B.0
— CHF-1836-01 -- TUBE Heat To Feet LH 07	1.00	EA	Buy	STD
— CHF-1836-02 -- TUBE Heat To Feet RH 07	1.00	EA	Buy	STD
— CHF-2225 -- GASKET Heating Duct Mounting	2.00	EA	Buy	STD
— 2801009 -- LABEL A/C Capacity Pro Air TM31	1.00		Make	B.0
— 3000575-0067 -- LABEL A/C Pro Air TM31	1.00	EA	Buy	STD
— 2801718 -- HEAT/AC 80K BTU Heat 55K BTU A/C ISM TM31	1.00		Make	A.0
— 75R-8662 -- TM31 A/C COMPRESSOR-8 GROOVE	1.00	EA	Buy	STD
— 2801726 -- HOSES Heater Cab #4	1.00		Make	F.24
— 02-000-447 -- CLAMP A/C #12 Pro Air Green	1.00	EA	Buy	STD
— 04 000 055 -- HOSE 1/2" #10 Refrig Goodyear	20.00	FT	Buy	STD
— 04 000 089 -- HOSE 13/32" #8 Refrig Reel 500'	10.00	FT	Buy	STD
— 04 000 091 -- HOSE 5/8 #12 Refrig Reel 250'	24.00	FT	Buy	STD
— 05 000 516 -- FITTING 90 Deg #8 To #10	1.00	EA	Buy	STD
— 05 000 518 -- FITTING 90 Deg #10 To #12	1.00	EA	Buy	STD
— 100NPB -- LOOM 1"	80.00	FT	Buy	BOM
— CT9410 -- TORQUE HOSE CLAMP	6.00	EA	Buy	BOM
— FLX5532-0010 -- 5/8" HEATER HOSE	80.00	FT	Buy	BOM
— 28031000 -- FAN, 12 Volt, Driver's Side	1.00		Make	B.0
— 2803100 -- FAN, 12 Volt, Driver's Side	1.00		Make	A.0
— 73R9062 -- DEFROSTER FAN	1.00	EA	Buy	BOM
— 28031100 -- FAN, 12 Volt, Officer's Side	1.00		Make	B.0
— 2803110 -- FAN, 12 Volt, Officer's Side	1.00		Make	A.0
— 73R9062 -- DEFROSTER FAN	1.00	EA	Buy	BOM
— 29910000 -- CLASS-1 LOAD MANAGER	1.00		Make	A.0



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	Qty	UOM	Type	Origin
30010005 -- INSTRUMENT PANEL Aerial/104' Ladder	1.00		Make	F.0
3001006 -- ASSY Rocker Panel W/Grey Overlay	1.00		Make	C.0
03-100 -- BUTTON: Clip Cap Black	2.00	EA	Buy	BOM
2003261 -- RH BLANK PANEL-GREY OVERLAY	1.00	EA	Buy	BOM
2003263 -- LH 4 SWITCH PANEL-GREY OVERLAY	1.00	EA	Buy	BOM
CHF-556-01 -- PLATE SWITCH PANEL - SMALL	2.00	EA	Buy	BOM
CHF-556-02 -- PLATE SWITCH PANEL - LARGE	1.00	EA	Buy	BOM
P-7000 -- UNISTRUT AL.13/16x13/32 21"L	1.00	PC	Buy	BOM
P-7006-1420EG -- NUT 1/4-20 WITH SPRING	6.00	EA	Buy	BOM
VNY2272X-6174 -- CONSOLE MAIN SWITCH 3 PANELS	1.00	EA	Buy	BOM
3001008 -- MANIFOLD Park Brake	1.00		Make	B.0
1869X6X2 -- 90° MALE ELBOW 3/8" TUBEX 1/8" MP	1.00	EA	Buy	BOM
284833 -- AIR PRESS. SWITCH 70LBS	3.00	EA	Buy	BOM
3152X2 -- 1/8 P.T. HEX HD. PLUG	1.00	EA	Buy	BOM
3750X4 -- 1/4 PT STREET TEE	1.00	EA	Buy	BOM
CHF-255A -- BRAKE LIGHT MANIFOLD BRACKET	1.00	EA	Buy	BOM
3001009 -- INSTRUMENT PANEL Aerial/104' Ladder	1.00		Make	D.0
0-332-207-300 -- RELAY BOSCH 12V	10.00	EA	Buy	BOM
0-332-209-151 -- RELAY	5.00	EA	Buy	BOM
12048086 -- CABLE SEAL 18 GA METRI PACK	4.00	EA	Buy	BOM
285-FLASHER -- FLASHER FOR LED LIGHTS	3.00	EA	Buy	BOM
30056-8 -- 6 AMP BREAKER W/O MOUNT	1.00	EA	Buy	BOM
BE-22502SW -- HOLDER 2 Way Circuit Breaker	1.00	EA	Buy	STD
CHF-1235 -- BRACKET Relay Mounting	1.00	EA	Buy	STD
CHF-1445 -- DASH 07 Aerial Tower & 104' Lad	1.00	EA	Buy	STD
CHT-421 -- MULTIPLEXOR SWITCH GAUGE HARN.	1.00	EA	Buy	BOM
CHT-542 -- BRACKET MULTIPLEXOR SW GAUGES	1.00	EA	Buy	BOM
LABELS -- BREAKER PANEL RELAY LABELS	16.00	EA	Buy	BOM
30010400 -- BREAKER PANEL For Tilt Cab	1.00		Make	E.0
3001040 -- BREAKER PANEL For Tilt Cab	1.00		Make	C.0
0-332-209-151 -- RELAY	1.00	EA	Buy	BOM
059022 -- DILL BLOCK SINGLE RELAY	2.00	EA	Buy	BOM
059113 -- DILL 2.5" MOUNTING LEG	2.00	EA	Buy	BOM
59056 -- DILL SECONDARY LOCK	3.00	EA	Buy	BOM
CHT-451 -- PANEL BREAKER ASSY. COMPLETE	1.00	EA	Buy	BOM
LABELS -- BREAKER PANEL RELAY LABELS	20.00	EA	Buy	BOM
3001045 -- CABLE Breaker Panel	1.00		Make	A.0
CHF-2280 -- CABLE Breaker Panel Ground	1.00	EA	Buy	STD
3001050 -- COVER Breaker Panel	1.00		Make	A.0
75000317 -- TRIM Black Edge Pound On	5.50	FT	Buy	BOM
8603T22 -- CLEAR FILE FOLDERS	1.00	EA	Buy	BOM
CHF-170A -- BREAKER PANEL COVER DRG	1.00	EA	Buy	BOM
30010700 -- PUMP SHIFT for Tilt Cab	1.00		Make	D.0
3001070 -- PUMP SHIFT for Tilt Cab	1.00		Make	B.0
1869X4 -- 90° MALE ELBOW 1/4" TUBEX 1/8" MP	1.00	EA	Buy	BOM
1880X4 -- 45° MALE ELBOW 1/4" TUBEX 1/8" MP	2.00	EA	Buy	BOM
3750X2 -- STREET TEE 1/8"	1.00	EA	Buy	BOM
538-0180-00-0 -- VPS CONTROL VALVE	1.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
8647 -- PRESSURE SWITCH ATEC & LOCK-UP	1.00	EA	Buy	BOM
93F3500 -- LITE GREEN LED INDICATOR	2.00	EA	Buy	BOM
CHT-439 -- TAG PUMP POWER SHIFT	1.00	EA	Buy	BOM
30031800 -- POWER POINT 20A/12V	3.00		Make	D.0
3003180 -- CIGARETTE LIGHTER RECEPTACLE	1.00		Make	C.0
02973781 -- CONNECTOR 2 WAY FOR AUX. PLUG	1.00	EA	Buy	BOM
782-1635 -- OUTLET 12V AUXILIARY POWER	1.00	EA	Buy	BOM
31010277 -- INTERIOR Gray Durawear	1.00		Make	0.1
32510000 -- HEADLIGHTS, Dual Halogen (PAIR)	1.00		Make	B.0
3251000 -- HEADLIGHTS, Dual Halogen (PAIR)	1.00		Make	A.0
499-411430B -- SQ.HEADLIGHT ASSY. RH	1.00	EA	Buy	BOM
499-411431B -- SQ.HEADLIGHT ASSY. LH	1.00	EA	Buy	BOM
CHT-500 -- SQUARE HEADLIGHT HOUSING S/S	2.00	EA	Buy	BOM
HX1048-EPDM -- RUBBER-70 DUROMETER BLACK	11.00	FT	Buy	BOM
32520001 -- LIGHTS, Lower Warning LED (Custom Cab)	1.00		Make	F.0
3250003 -- LIGHTS, Lower Warning LED (Custom Cab)	1.00		Make	B.0
60R02FRR -- LIGHT Super LED W/Flasher	6.00	EA	Buy	STD
6EFLANGE -- FLANGE KIT SERIES "E"	6.00	EA	Buy	STD
P-C-1648 -- ADAPTER PLATE-SEG HSG DUAL	2.00	EA	Buy	STD
P-C-1649 -- ADAPTER PLATES H. LIGHT-SINGLE	2.00	EA	Buy	STD
32530051 -- HOUSINGS Warning Lights SST	1.00		Make	C.0
3253051 -- HOUSINGS Warning Lights SST	1.00		Make	A.0
CHT-501 -- SEQUENTIAL LIGHT HOUSING	2.00	EA	Buy	BOM
HX1048-EPDM -- RUBBER-70 DUROMETER BLACK	9.00	FT	Buy	BOM
33510030 -- LIGHTS Interior Cab Red/Clear LED (Pair)	1.00		Make	A.0
3351002 -- LIGHTS, Interior Cab Red/Clear LED Dome Cab #6	1.00		Make	A.0
0442262 -- LIGHT Red/Clear LED Dome	2.00	EA	Buy	STD
33520200 -- LIGHTS, LED Step/Ground & Overhead Warning	1.00		Make	L.12
3350000 -- LIGHTS, Step Well Inside Doors	1.00		Make	L.0
CHF-1914 -- BRACKET Mtg LED Step Light	8.00	EA	Buy	STD
CHF-2117 -- SHADE Step Lite Whelen 07	2.00	EA	Buy	STD
PSCODCCR -- LIGHT Strip 6 LED Clr Step Lt	8.00	EA	Buy	STD
3351030 -- LIGHTS Overhead Cab Warning	1.00		Make	E.0
33075R -- LIGHT red led w/grommet	4.00	EA	Buy	BOM
CHF-1401 -- HARNESS Overhead Cab Warn Lts	1.00	EA	Buy	STD
CHF-1403-02 -- PANEL Cab Louver Lite Bar-Sul	1.00	EA	Buy	STD
3352000 -- LIGHTS LED Ground Under Cab Steps	1.00		Make	B.13
20C0CDCCR -- LIGHT Super LED 200 Clear Step	4.00	EA	Buy	STD
CHT-353A -- BRKT Ground Light Mounting	4.00	EA	Buy	BOM
34010030 -- LIGHTS Interior Crew Red/Clear LED (Pair)	1.00		Make	A.0
3401002 -- LIGHTS, Interior Crew Red/Clear LED Dome Cab #6	1.00		Make	A.0



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	Qty	UOM	Type	Origin
0442262 -- LIGHT Red/Clear LED Dome	2.00	EA	Buy	STD
34517200 -- SIREN Mtg Q2B In Grill W/One Ft Switch	1.00		Make	F.1
1204000 -- SWITCH Foot For Q2B Siren	1.00		Make	A.0
CHF-623 -- SPACER FOR FOOT SWITCH	1.00	EA	Buy	BOM
SP-491-S156 -- FOOT SWITCH-COMPACT/PRE-WIRED	1.00	EA	Buy	BOM
TAG426 -- MECHANICAL SIREN	1.00	EA	Buy	BOM
3451001 -- CABLE Q2B Battery Power Brakes	1.00		Make	A.0
Q2BPWRT -- 25'2GA CABLE WITH 3/8 EYES	1.00	EA	Buy	BOM
3452000 -- SIREN Mtg Q2B In Grill W/One Ft Switch	1.00		Make	E.0
24117-01 -- PLASTICIZED SOLENIOD	1.00	EA	Buy	BOM
CHF-1990 -- SHIM Q2B 07 Cab	2.00	EA	Buy	STD
CHF-2256 -- BRACKET Q2B Siren Mounting	1.00	EA	Buy	STD
CHF-847 -- BATTERY CABLE, Q2B GROUND	1.00	EA	Buy	BOM
CHF-848 -- BATTERY CABLE, Q2B POWER	1.00	EA	Buy	BOM
CHT-508 -- Q2B SOLENOID MOUNTING BRACKET	1.00	EA	Buy	BOM
P-250-X -- U-BOLTS FOR Q2B & WATERWAY	1.00	EA	Buy	BOM
38010020 -- MIRRORS, Lang Mekra, Heat & Remote	1.00		Make	D.0
3801020 -- MIRRORS, Lang Mekra, Heat & Remote, Cab #5	1.00		Make	C.0
2096 -- GROMMET 3/4"W:39/64"HOLE BLK	2.00	EA	Buy	BOM
714070005 -- MIRROR-LH HEAT/REMOTE DR MT	1.00	EA	Buy	BOM
714070006 -- MIRROR-RH HEAT/REMOTE DR MT	1.00	EA	Buy	BOM
FWC-BA -- CONDUIT For Doors For Wires	1.00	EA	Buy	BOM
3801030 -- PANEL, W/ Hole, Heat/Remote Mirrors	1.00		Make	A.0
2003230 -- SWITCH PANEL Sgle Mirror Hole	1.00	EA	Buy	BOM
747129 -- SWITCH REMOTE - SQUARE	1.00	EA	Buy	BOM
38510105 -- SEAT, DRIVER'S, Bostrom Air Ride, Sierra Fx High B	1.00		Make	S.0
3851050 -- SEAT BELT, Driver, for Air Ride Seat	1.00		Make	C.0
F103413 -- SEAT BELT Driver 3 Pt Complete	1.00	EA	Buy	STD
3851105 -- DRIVER'S SEAT, Bostrom Air Ride, Sierra Fx High Bk	1.00		Make	L.0
014NPB -- LOOM 1/4" High Temp Gry Stripe	5.00	FT	Buy	BOM
1345 -- BULKHEAD 1/4FP X 3/4-16 THREAD	1.00	EA	Buy	BOM
1869X4X6 -- 90% MALE ELBOW 1/4" TUBEX 3/8" MP	2.00	EA	Buy	BOM
3603-5046F -- SEAT SIERRA FIXED DURA-GRY/BLK	1.00	EA	Buy	BOM
9401-0005 -- AIR BASE SUSPENSION W/COVER	1.00	EA	Buy	BOM
CHT-188B-1 -- LH 60 DEG. SHOULDER HARNESS BR	1.00	EA	Buy	BOM
39010121 -- SEAT Officer Tanker 450 Secureall ABTS D/W	1.00		Make	B.12
3901021 -- SEAT Officer Tanker 450 Secureall ABTS D/W	1.00		Make	B.12
226036-0046F -- TKR450/ABTS RHS(R)S4 SECUREALL	1.00	EA	Buy	STD
CHT-513 -- BRKT BOSTROM ABTS SEAT MOUNT	2.00	EA	Buy	BOM
39510119 -- CREW SEATING Tanker 450 Secureall D/W	1.00		Make	B.19
3951119 -- CREW SEATING Tanker 450 Secureall D/W	1.00		Make	B.19
225019-0046F -- TKR450/ABTS LHS(R)S4 SECUREALL	1.00	EA	Buy	STD
226036-0046F -- TKR450/ABTS RHS(R)S4 SECUREALL	1.00	EA	Buy	STD
CHT-513 -- BRKT BOSTROM ABTS SEAT MOUNT	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
39510124 -- CREW JUMP SEAT, Bostrom Flip-up, Forward Outboard	1.00		Make	H.0
3951124 -- CREW JUMP SEAT, Bostrom Flip-up, Forward Outboard	1.00		Make	E.0
10118-02 -- BUCKLE Seat Belt End Only 13"	2.00	EA	Buy	STD
5201-3581 -- CUSHION-GRY/BLK D/W LH W/Switch	1.00	EA	Buy	BOM
5201-4581 -- CUSHION-GRY/BLK D/W RH W/Switch	1.00	EA	Buy	BOM
5201-5581 -- CUSHION-GRY/BLK D/W W/Switch	2.00	EA	Buy	BOM
A904L -- BRACKET 2" L" FOR SEAT BELT	4.00	EA	Buy	BOM
CHF-2174 -- BRKT 3-PT Seat Belt Rear Wall	2.00	EA	Buy	STD
CHT-187B -- SHOULDER HARNESS SEAT BLT BRKT	2.00	EA	Buy	BOM
EH5378PL -- FLIPUP SEAT BRKTS	2.00	EA	Buy	BOM
I-4047-28 -- SEAT BELT Red 3Pt Retract 144"	2.00	EA	Buy	STD
39710000 -- SIDE DOORS Rear Seat Box 09	1.00		Make	A.0
3971000 -- SIDE DOORS Rear Seat Box 09	1.00		Make	A.0
CHF-1915 -- DOOR 2007 Rear Seat Box Side	2.00	EA	Buy	STD
39710010 -- FRONT DOORS Rear Seat Box 09	1.00		Make	B.0
3971001 -- FRONT DOORS Rear Seat Box 09	1.00		Make	A.0
CHF-2001 -- FRONT DOOR Rear Seat Box	1.00	EA	Buy	STD
39830100 -- AIR BAG SYSTEM, Rolltec	1.00		Make	A.0
80285 -- CONNECTOR Housing 2P	10.00	EA	Buy	STD
80640 -- REPAIR KIT FOR SFS NOZZLE	10.00	EA	Buy	STD
80654 -- CONNECTOR Amp Wire Ham IGP	10.00	EA	Buy	STD
8902-013 -- BRACKET IHC Left Hand Tanker	4.00	EA	Buy	STD
8902-014 -- BRACKET IHC Right Hand Tanker	4.00	EA	Buy	STD
8902-032 -- BRACKET IHC Left Hand Sierra	4.00	EA	Buy	STD
8902-033 -- BRACKET IHC Right Hand Sierra	4.00	EA	Buy	STD
916080 -- BRACKET Slant Back IHC Mountin	1.00	EA	Buy	STD
916081 -- BRACKET Slant Back IHC Mountin	1.00	EA	Buy	STD
A31802-031 -- IBP R4 Jump Seat	1.00	EA	Buy	STD
A31802-032 -- IBP R1 Jump Seat	1.00	EA	Buy	STD
A31802-033 -- IBP F2 Fixed M1 & M2 Tanker	2.00	EA	Buy	STD
A31802-034 -- IBP M3, M4, R1, R2 Tanker	1.00	EA	Buy	STD
A38282-023 -- SUSPENSION S4S, F1 & F2 Seat	1.00	EA	Buy	STD
A38541-007 -- IHC F1 Suspension/Electric M4	3.00	EA	Buy	STD
A38541-008 -- IHC F2 Suspension/Fixed M1, R4	3.00	EA	Buy	STD
F103456 -- MASTER Roll Sensor	1.00	EA	Buy	STD
F103457 -- SLAVE Roll Sensor	1.00	EA	Buy	STD
F104380 -- SEAT BELT 3 Pt Red Web	2.00	EA	Buy	STD
40010400 -- STEERING 22K# Axle "07"	1.00		Make	R.0
4001003 -- STEERING Final Assy "07"	1.00		Make	J.0
1634B -- STEERING COLUMN T/C 10.66" Sh	1.00	EA	Buy	BOM
1667760C1 -- CLAMP Steering Column Plastic	1.00	EA	Buy	BOM
910-D -- BOOT Steering Column "07"	1.00	EA	Buy	STD
CHF-1585 -- ASSY Steering Shaft "07"	1.00	EA	Buy	STD
CHF-1590 -- ASSY Steering Shaft Mini "07"	1.00	EA	Buy	STD
CHF-1951 -- RING Steering Column Boot	1.00	EA	Buy	STD
CHF-1971 -- SHIM Steering Anglehead	0.00	EA	Buy	STD
HB9SUT -- HORN BUTTON W/Sutphen Logo	1.00	EA	Buy	BOM
NKBL1824P4V -- STEERING WHEEL 18" Molded Foam	1.00	EA	Buy	BOM
4001004 -- STEERING "07" Cab #4	1.00		Make	D.0



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	Qty	UOM	Type	Origin
CHF-2092 -- BRACKET Steering Column 2007	1.00	EA	Buy	STD
4001005 -- STEERING 22K# Frame Assy "07"	1.00		Make	D.0
844276-02 -- PITMAN ARM Tas 85 Gear	1.00	EA	Buy	BOM
C32507-1-1480 -- CYLINDER RH Steering Assist	1.00	EA	Buy	BOM
CHF-1271 -- ASSY Assist Cylinder Mount	1.00	EA	Buy	STD
CHF-1362 -- ASSY Steering Gear Mount	1.00	EA	Buy	STD
CHF-1391 -- ASSY Bevel Box Str Gear Mount	1.00	EA	Buy	STD
L24SV8306A12 -- SOCKET Steering Assist Male	1.00	EA	Buy	BOM
L24SV8384A11 -- SOCKET Steering Assist Female	1.00	EA	Buy	BOM
L24VT9109A11 -- DRAG LINK "07" Steering	1.00	EA	Buy	STD
PBR110FAA -- BEVEL BOX Steering Assy	1.00	EA	Buy	STD
TAS85032A -- GEAR Steering	1.00	EA	Buy	STD
4001006 -- KIT Steering Assist Hose & Fittings "07"	1.00		Make	A.0
PKT18644 -- KIT P/S Assist Hoses & Figs 07	1.00	EA	Buy	STD
4001007 -- KIT Main Power Steering Hose & Fittings "07"	1.00		Make	A.0
PKT18643 -- KIT Main Power Steering 07	1.00	EA	Buy	STD
4001008 -- STEERING Cab #7	1.00		Make	A.0
TTC-118B -- TOWERS TILT DASH BRACKET	1.00	EA	Buy	BOM
41030200 -- SUSPENSION Front Enhanced 22K System	1.00		Make	B.0
1403041 -- SHOCK ABSORBERS Front (Koni)	1.00		Make	B.0
902575 -- SHOCK Koni front suspension	2.00	EA	Buy	STD
CHF-1230 -- SPACER Lower Shock	2.00	EA	Buy	STD
CHF-1231 -- SPACER Upper Shock	2.00	EA	Buy	STD
4101004 -- SUSPENSION Standen Front 22K	1.00		Make	D.0
SUS3144 -- SUSPENSION Standen Front 23K	1.00	EA	Buy	STD
41088888 -- SPECIAL ITEM	1.00		Make	A.0
42020022 -- SUSPENSION, Rear 48K Raydan Air Link	1.00		Make	F.0
4202000 -- SUSPENSION Raydan Rear 48K Air Link	1.00		Make	E.0
1869X4X4 -- 90% MALE ELBOW 1/4" TUBEX 1/4" MP	12.00	EA	Buy	BOM
22186-000 -- TORQUE ROD FRAME BRACKET	2.00	EA	Buy	BOM
50130-000 -- BAR PIN SHIM - 19 X .19	4.00	EA	Buy	BOM
60218-000 -- TORQUE ROD STRADLE MOUNT 2-PC	2.00	EA	Buy	BOM
952-40-899 -- SUSPENSION Raydan 40k & 48k Re	1.00	KIT	Buy	BOM
CHF-2108 -- BRACKET Air System Accessories	2.00	EA	Buy	STD
CHF-701 -- BRACKET TORQUE ROD REAR 52K	1.00	EA	Buy	BOM
CHF-702 -- BRACKET TORQUE ROD RAYDAN 40K	1.00	EA	Buy	BOM
43010010 -- MUD FLAPS Front "07"	1.00		Make	D.0
4301008 -- MUD FLAPS Front "07"	1.00		Make	D.0
042415 -- MUD FLAP Konefa W/Logo "07"	2.00	EA	Buy	STD
CHT-168B -- RETAINER For Mud Flap	2.00	EA	Buy	BOM
43010020 -- TIRES Gdyl Frt 425/65R22.5 G286 Hwy Trd	1.00		Make	B.0
4301002 -- TIRES Gdyl Frt 425/65R22.5 G286 Hwy Trd	1.00		Make	A.0
425/65R22.5 G296 -- TIRE Gdyl Frt G286 Hwy Trd	2.00	EA	Buy	BOM
MOUNT-STD -- MOUNT Tires On Rims	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
43030401 -- CAPS Chrome Lug Nut (Tandem Axle)	1.00		Make	B.0
4303001 -- CAPS Chrome Lug Nut (Tandem Axle)	1.00		Make	A.0
H-181 -- CAPS Chrome Lug Nut Hub Pilot	60.00	EA	Buy	BOM
43030700 -- COVERS Front Axle Hub	1.00		Make	B.0
4303003 -- COVERS Frt Axle Hub	1.00		Make	A.0
RW6220UC -- COVERS Front Axle Hub STS	2.00	EA	Buy	BOM
43040016 -- WHEELS Frt Alum 22.5 X 12.25 (Pair) Hub Piloted	1.00		Make	E.0
4304003 -- WHEELS Frt Alum 22.5 X 12.25 (Pair) Hub Piloted	1.00		Make	B.0
29374AOP -- WHEEL Alum 22.5 X 12.25 Outsid	2.00	EA	Buy	BOM
44010012 -- TIRES G/Y Rear 11R22.5 G149 Tandem	1.00		Make	A.0
4401011 -- TIRES G/Y Rear 11R22.5 G149 Tandem Axle	1.00		Make	A.0
11R22.5 LRH G149 -- TIRE Gdy Std Trd G149 LRH	8.00	EA	Buy	BOM
MOUNT-STD -- MOUNT Tires On Rims	8.00	EA	Buy	BOM
44030116 -- COVERS Rear Axle Hub Tandem Axle	1.00		Make	B.0
4403001 -- COVERS Rear Axle Hub Tandem Axle	1.00		Make	A.0
RW7715-850 -- COVER Rear Hi Hat Hub W/Logo	4.00	EA	Buy	BOM
44040022 -- WHEELS Rear Alum 22.5 X 8.25 Tandem Axle	1.00		Make	D.0
4404005 -- WHEELS Rear Alum 22.5 X 8.25 Tandem Axle	1.00		Make	C.0
23-434 -- EXTENSION 6" Valve Stem	4.00	EA	Buy	BOM
29644AIP -- WHEEL Alum 22.5X8.25 Inside	4.00	EA	Buy	BOM
29644ANP -- WHEEL Alum 22.5X8.25 Machined	4.00	EA	Buy	BOM
H-2227 -- STABILIZER 2-1/2" Alum Rim Hub	4.00	EA	Buy	BOM
45085001 -- TOW EYES Standard Front "07"	1.00		Make	A.0
46010000 -- REAR TOW EYES (PAIR)	1.00		Make	A.0
8025005 -- *** INFORMATION ONLY ***	1.00		Make	A.0
47012403 -- TRANSMISSION Allison EVS4000 Gen IV ISM 500 hp	1.00		Make	N.41
4701243 -- TRANSMISSION Allison EVS4000 Gen IV ISM Eng Prep	1.00		Make	F.30
11514357 -- BOLT Flexplate EVS4000	12.00	EA	Buy	BOM
2000045C1 -- DIPSTICK TUBE FOR WORLD TRANS.	1.00	EA	Buy	BOM
2000053C1 -- DIPSTICK FOR WORLD TRANS.	1.00	EA	Buy	BOM
2602-16-16-16 -- FITTING Fe. Branch Tee 1"	1.00	EA	Buy	STD
29507755 -- WORLD FILL TUBE BRACKET	4.00	EA	Buy	BOM
29519212 -- WORLD FILL TUBE SCREW	1.00	EA	Buy	BOM
50139 -- CLAMP TRANSMISSION HOSE	4.00	EA	Buy	BOM
6400-16 -- 'O' RING CONNECTOR	1.00	EA	Buy	BOM
6402-16-16 -- ADAPTOR Fe Swivel X O-Ring	1.00	EA	Buy	BOM
E017977 -- TRANSM EVS4000 ISM 500HP 1710	1.00	EA	Buy	STD
HK1713 -- RUBBER COATED CLAMP	1.00	EA	Buy	BOM
4701251 -- TRANSMISSION EVS4000 Gen IV C13, ISM Cab #7	1.00		Make	D.23
29509886 -- VIM ASSY FOR WORLD TRANS.	1.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
A5100FN6/S -- TCM EVS4000 C13 430-525HP "09"	1.00	EA	Buy	STD
CHF-923 -- HARNESS, TCM STEP BOX	1.00	EA	Buy	STD
4701255 -- ACCESSORIES EVS4000 GenIV S60, C13 Dash Prep	1.00		Make	C.0
CHF-927 -- HARN, INTERFACE BOARD BREAKOU	1.00	EA	Buy	STD
4701256 -- HOSE Assy EVS4000 Trans ISM	1.00		Make	E.0
AT-75-60 -- HOSE 75" Transmission ISM	1.00	EA	Buy	BOM
AT-77-60 -- TRANSMISSION HOSE	1.00	EA	Buy	BOM
4701260 -- ACCESSORIES EVS4000 GenIV S60, C13, ISM Eng Set	1.00		Make	L.19
50076-SS-16E-M8 -- CLAMP 1" LOOP FOR AIR COMP	3.00	EA	Buy	BOM
CHF-310A -- TRANSMISSION SPRING SUPPORT	1.00	EA	Buy	BOM
CHT-358A -- BRACKET STANDOFF AIR COMP LINE	1.00	EA	Buy	BOM
HD34-24-16PN -- RECEPTACLE CONNECTOR	1.00	EA	Buy	BOM
4702210 -- BRKT Rear Transmission Mount EVS4000 Eng Prep	1.00		Make	C.3
CHF-2128 -- ANGLE EVS4000 Rear Spring	2.00	EA	Buy	STD
CHF-2129 -- BRKT Transmission Spring Mtg	1.00	EA	Buy	STD
CHF-310A -- TRANSMISSION SPRING SUPPORT	1.00	EA	Buy	BOM
47025000 -- TRANSMISSION Fluid Castrol Syntec	1.00		Make	B.0
4702500 -- TRANSMISSION Fluid Castrol Syntec	1.00		Make	B.0
27101-CTDR -- TRANSYND TRANSMISSION FLUID	10.75	GAL	Buy	BOM
47030000 -- SHIFTER Allison Touch Pad	1.00		Make	E.0
4703000 -- SHIFTER Allison Touch Pad Gen IV	1.00		Make	B.0
29546168 -- SHIFTER EVS3000 & EVS4000	1.00	EA	Buy	BOM
CHT-565 -- PLATE Shifter Support	1.00	EA	Buy	BOM
47031001 -- PTO Hot Shift Ladder Hyd EVS4000	1.00		Make	F.0
4703101 -- PTO Hot Shift Ladder Hyd EVS4000	1.00		Make	D.0
038NPB -- LOOM 3/8"	3.00	FT	Buy	BOM
20TK4618EX -- MOUNTING KIT FOR CS20 PTO	1.00	EA	Buy	STD
6400-4-4 -- FITTING	1.00	EA	Buy	BOM
CS20-A1006-H3KX -- PTO 7/8" 13 Tooth 124% Lad Hyd	1.00	EA	Buy	BOM
4703102 -- TAG PTO Hot Shift Instructions	1.00		Make	A.0
TAG368-A -- ENGAGE PTO	1.00	EA	Buy	BOM
4703103 -- BOX PTO Interlock For Ladder	1.00		Make	A.0
CHF-1324 -- INTERFACE Box PTO Interlock	1.00	EA	Buy	STD
47031010 -- PTO Hyd. Gen Smart Pwr 10KW EVS4000	1.00		Make	A.18
4703111 -- PTO Hyd. Gen Smart Pwr 10KW EVS4000	1.00		Make	A.18
20TK4618EX -- MOUNTING KIT FOR CS20 PTO	1.00	EA	Buy	STD
24504U-604-48" -- HOSE FOR HD4060 PTO	1.00	EA	Buy	BOM
49TA4834A -- SHAFT PTO Ext Evs4000 1" 15	1.00	EA	Buy	STD
CS20-A1006-H3IX -- PTO 124% DIN 5462 Mount Extend	1.00	EA	Buy	STD
48010300 -- TURN SIGNALS Whelen 400 Series LED Front	1.00		Make	F.0
4801030 -- TURN SIGNALS Whelen 400 Series LED Front	1.00		Make	A.0
40A00AAR -- TURN CLEARANCE LED-AMBER LIGHT	4.00	EA	Buy	STD



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	Qty	UOM	Type	Origin
-4EFLANGE -- TRIM RING CHROME FOR 4E & 43	4.00	EA	Buy	BOM
-CHF-552 -- ADAPTOR PLATE-SEQ-WHEEL 400 LED	2.00	EA	Buy	BOM
-CHF-554 -- ADAPTOR PLATE-H.L.-WHEEL 400LED	2.00	EA	Buy	BOM
-51020310 -- WHEELBASE 236" Aerial Double Rail "07"	1.00		Make	G.5
-5102310 -- WHEELBASE 236" Aerial Double Rail "07" Frame Ass.	1.00		Make	G.5
-AT-C-7137 -- ASSY Truss Bar 236" & 258" WB	1.00	EA	Buy	STD
-AT-C-7138 -- ASSY Truss Bar 236" & 258" WB	1.00	EA	Buy	STD
-CHF-1312-236" -- RAILS 236" WB AERIAL 2007 DBL	1.00	SET	Buy	STD
-RSL-PROD -- REPAIR/SERVICE/LABOR	1.00	EA	Buy	STD
-52012001 -- WIPERS Windshield Intermittent "07"	1.00		Make	D.0
-5201200 -- WIPERS Windshield Intermittent "07" Cab #2	1.00		Make	A.0
-3340250 -- WIPER HOSE 5/32" ID	10.00	FT	Buy	BOM
-SF001 -- KIT Windshield Wipers "07"	1.00	EA	Buy	STD
-5201201 -- WIPERS Windshield Intermittent "07" Cab Set	1.00		Make	B.0
-2236 -- GROMMET 1.5" W/ 125 HOLE BLK	1.00	EA	Buy	BOM
-29SBH-4 -- BULKHEAD 1/4" WASHER BOTTLE	1.00	EA	Buy	BOM
-7329K15 -- PINCH CLAMP 15/16" CLAMP SIZE	2.00	EA	Buy	BOM
-AW-RFB -- WASHER BOTTLE REMOTE FILL, 4QT	1.00	EA	Buy	BOM
-CHT-509 -- BRACKET WASHER BOTTLE MOUNTING	1.00	EA	Buy	BOM
-54010000 -- MISCELLANEOUS Items On Chassis	1.00		Make	K.11
-5409001 -- MISCELLANEOUS Engine Items	1.00		Make	B.56
-0050133 -- 3M ULTRA PRO 8405 SEAM SEALER	1.00	EA	Buy	BOM
-014NPB -- LOOM 1/4" High Temp Gry Stripe	57.00	FT	Buy	BOM
-038NPB -- LOOM 3/8"	80.00	FT	Buy	BOM
-100NPB -- LOOM 1"	70.00	FT	Buy	BOM
-114017 -- SEALING PLUGS	25.00	EA	Buy	BOM
-114NPB -- LOOM 1-1/4"	1.00	FT	Buy	BOM
-1641-B -- 1/4-28 STRAIGHT GREASE ZERT	6.00	EA	Buy	BOM
-1869X6X2 -- 90% MALE ELBOW 3/8" TUBEX 1/8" MP	1.00	EA	Buy	BOM
-1869X8X4 -- 90% MALE ELBOW 1/2" TUBEX 1/4" MP	1.00	EA	Buy	BOM
-2140 -- GROMMET 1" W/ 750" HOLE BLACK	1.00	EA	Buy	BOM
-2603 -- PLUG 1/4" HOLE BLACK	1.00	EA	Buy	BOM
-2683 -- PLUG 3/4" HOLE BLACK	1.00	EA	Buy	BOM
-2713-PLUG -- PLUG 1" HOLE BLACK	1.00	EA	Buy	BOM
-2763 -- PLUG 1-1/2" HOLE BLACK	1.00	EA	Buy	BOM
-3250-06104 -- TUBING air brake 3/8" black	5.00	FT	Buy	BOM
-454-32-61-12 -- CLAMP	1.00	EA	Buy	BOM
-4851 -- WEATHERSTRIP 1/2"W-5/32" TH	10.00	FT	Buy	BOM
-4852 -- WEATHERSTRIP 3/4W-5/32TH	18.00	FT	Buy	BOM
-50202 -- MULTI TUBE CLAMP 5-1/2" X 2"	1.00	EA	Buy	BOM
-L-14-120-0-C -- CABLE TIE BLACK 14" HD	10.00	EA	Buy	BOM
-5409002 -- MISCELLANEOUS Frame Items	1.00		Make	A.13
-012NPB -- LOOM 1/2" Hi Temp Gry Stripe	65.00	FT	Buy	BOM
-014NPB -- LOOM 1/4" High Temp Gry Stripe	100.00	FT	Buy	BOM
-034NPB -- LOOM 3/4" Hi Temp Gry Stripe	33.00	FT	Buy	BOM
-038NPB -- LOOM 3/8"	50.00	FT	Buy	BOM
-L-14-120-0-C -- CABLE TIE BLACK 14" HD	10.00	EA	Buy	BOM
-L-14-50-0-C -- CABLE TIE BLACK 14"	100.00	EA	Buy	BOM
-5409003 -- MISCELLANEOUS Electrical Items	1.00		Make	B.15



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	Qty	UOM	Type	Origin
0460-202-16141 -- PIN DEUTSCH 16-18 AWG	12.00	EA	Buy	BOM
0460-204-12141 -- 12 PINS	9.00	EA	Buy	BOM
0462-203-12141 -- #12 SOCKETS	2.00	EA	Buy	BOM
0462-209-16141 -- 14-16GA SOCKETS,DEUTSCH	3.00	EA	Buy	BOM
06132 -- TAPE ELEC.33+ BLACK 3/4"x66'	3.00	RL	Buy	BOM
12015323 -- SEAL WEATHERPACK CABLE GREEN	1.00	EA	Buy	BOM
12124075 -- PACKARD TERMINAL	1.00	EA	Buy	BOM
12124580 -- TERMINAL 16-14 WTHRPACK E PIN	6.00	EA	Buy	BOM
12124582 -- TERMINAL 16-14 WTHRPACK M PIN	6.00	EA	Buy	BOM
2053 -- GROMMETT 1/2"W-3/8"HOLE BLK	2.00	EA	Buy	BOM
2096 -- GROMMETT 3/4"W-3/8"HOLE BLK	7.00	EA	Buy	BOM
211-10 -- ATO TYPE CIRCUIT BREAKER 10AMP	1.00	EA	Buy	BOM
211-8 -- ATO TYPE CIRCUIT BREAKER 8 AMP	1.00	EA	Buy	BOM
42238-2 -- TERMINAL 16-14 UNINSULATED 250	10.00	EA	Buy	BOM
4246-04136 -- TUBING air brake 1/4" orange	3.00	FT	Buy	BOM
46F2040 -- 20-14 SOCKET CONTACT	10.00	EA	Buy	BOM
46F2041 -- 24-18 SOCKET CONTACT	30.00	EA	Buy	BOM
46F2056 -- HOUSING 6-HOLE FEMALE CAP	1.00	EA	Buy	BOM
46F2057 -- HOUSING 9-HOLE MALE PLUG	1.00	EA	Buy	BOM
46F2058 -- HOUSING 9-HOLE FEMALE CAP	1.00	EA	Buy	BOM
46F2059 -- HOUSING 12-HOLE MALE PLUG	1.00	EA	Buy	BOM
46F2063 -- HOUSING 2-HOLE MALE PLUG	3.00	EA	Buy	BOM
46F2064 -- HOUSING 2-HOLE FEMALE CAP	1.00	EA	Buy	BOM
46F2068 -- HOUSING 4-HOLE FEMALE CAP	1.00	EA	Buy	BOM
46F2069 -- HOUSING 6-HOLE MALE PLUG	1.00	EA	Buy	BOM
725175 -- HOUSING PACKARD FM 2-PRONG	1.00	EA	Buy	BOM
725177 -- HOUSING PACKARD FM 3 PRONG	1.00	EA	Buy	BOM
A-850 -- 22-18 NYLON FE QUICK DISCON	30.00	EA	Buy	BOM
ASN-345 -- 22-18 NYLON BUTT SPLICE	1.00	EA	Buy	BOM
B-539-08 -- 16-14 NYLON #8 RING TERMINAL	5.00	EA	Buy	BOM
B-539-10 -- 16-14 NYLON #10 RING TERMINAL	33.00	EA	Buy	BOM
B-831 -- 16-14 H/D NYLON BUT SPLICE	40.00	EA	Buy	BOM
B-850 -- 16-14 NYLON FE QUICK DISCON.	30.00	EA	Buy	BOM
BCL-1/0-38 -- COPPER LUG 1/0 W/3/8"EYELET	1.00	EA	Buy	BOM
BCL-2-56 -- COPPER LUG 2 GA. W/5/16"EYELET	2.00	EA	Buy	BOM
BCL-6-3/8 -- COPPER LUG 6 GA. W/3/8"EYELET	2.00	EA	Buy	BOM
C-528-10 -- 12-10 NYLON #10 RING TERMINAL	11.00	EA	Buy	BOM
C-850 -- 12-10 NYLON FE QUICK DISCONN	1.00	EA	Buy	BOM
CSN-346 -- 12-10 NYLON BUTT SPLICE	15.00	EA	Buy	BOM
D-408-0001 -- 22-18 BUTT CONNECTOR	18.00	EA	Buy	BOM
FIT-221-1/2-RD -- HEAT SHRINK TUBING 1/2" RED	1.00	FT	Buy	BOM
FIT-221-1/4-BK -- HEAT SHRINK TUBING 1/4" BLACK	0.10	FT	Buy	BOM
FIT-221-1/8-BK -- HEAT SHRINK TUBING 1/8" BLACK	0.75	FT	Buy	BOM
FIT-221-1/8-RD -- HEAT SHRINK TUBING 1/8" RED	0.10	FT	Buy	BOM
FIT-221-3/16-BK -- HEAT SHRINK TUBING 3/16" BLACK	0.40	FT	Buy	BOM
FIT-221-3/16-RD -- HEAT SHRINK TUBING 3/16" RED	0.50	FT	Buy	BOM
FIT-221-3/4-BK -- HEAT SHRINK TUBING 3/4" BLACK	0.10	FT	Buy	BOM
FIT-221-3/4-RD -- HEAT SHRINK TUBING 3/4" RED	1.00	FT	Buy	BOM
FIT-221-3/8-BK -- HEAT SHRINK TUBING 3/8" BLACK	0.10	FT	Buy	BOM
FIT-221-3/8-RD -- TUBING heat shrink 3/8" red	0.50	FT	Buy	BOM
MB-4A/SH -- MOUNTING BASE W/ADH. 2-WAY	10.00	EA	Buy	BOM
MCT-850 -- 16-14 NYLON M QUICK DISCONNECT	10.00	EA	Buy	BOM
RA-2577F -- 22-18 LONG BARREL FLAG FM .250	1.00	EA	Buy	BOM
RB2577F -- 16-14 LONG BARREL FLAG FM .250	2.00	EA	Buy	BOM
SA-221-10 -- 22-18 HT SHRINK W/#10 RING	1.00	EA	Buy	BOM
SAA-9260 -- 22-18 H/S MALE QD:250	4.00	EA	Buy	STD
SAA-9261 -- 22-18 H/S FM QUICK DISCON. 250	1.00	EA	Buy	BOM
SB-16-14 -- 16-14 HEAT SHRINK BUTT SPLICE	204.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
SB-225-14 -- 16-14 HT SHRINK W/1/4"RING	5.00	EA	Buy	BOM
SB-225-56 -- 16-14 HT SHRINK W/5/16"RING	7.00	EA	Buy	BOM
SB-237-08 -- 16-14 HT SHRINK W/#8	7.00	EA	Buy	BOM
SBB-9262 -- HEAT SHRINK QD MALE 16-14	3.00	EA	Buy	BOM
SBB-9263 -- HEAT SHRINK QD FEMALE 16-14	3.00	EA	Buy	BOM
SC-12-10 -- 12-10 HEAT SHRINK BUTT SPLICE	1.00	EA	Buy	BOM
SC-228-10 -- HT SHRINK W/#10 RING 12-10	6.00	EA	Buy	BOM
SC-230-14 -- HT SHRINK W/1/4"RING 12-10	5.00	EA	Buy	BOM
SD-810 -- 8 GA. H/S TERMINAL #10 RING	2.00	EA	Buy	BOM
SD-814 -- RING EYELET 1/4" 8GA HEAT SHRI	1.00	EA	Buy	BOM
SD-838 -- 8 GA. H/S TERMINAL 3/8" RING	1.00	EA	Buy	BOM
SSLC-96 -- 16-14 H/S FE BULLET .157 DIA	1.00	EA	Buy	BOM
TRM-35 -- TIE RAP 7" W/MOUNTING HOLE	10.00	EA	Buy	BOM
TRMP -- MOUNTING BASE W/ADH 1-1/8"SQ	11.00	EA	Buy	BOM
5409004 -- MISCELLANEOUS Paint Supplies	1.00		Make	A.26
08881 -- UNDERCOATING Black Aerosol	11.00	EA	Buy	BOM
BB-5269 -- 14-16 NYLON Q/D .187 SLOT FLAT	6.00	EA	Buy	BOM
GC 5 -- CAP Grease Fittings - Red	13.00	EA	Buy	BOM
K20-109-12C -- SEALANT-SILICONE-GRAY	8.00	EA	Buy	BOM
L-4-50-0-C -- CABLE TIE BLACK 4"	150.00	EA	Buy	BOM
59010006 -- PAINT Cab For Corp Chassis	1.00		Make	AD.161
5901006 -- PAINT Cab/Frame Corp. Paint Shop	1.00		Make	L.162
08881 -- UNDERCOATING Black Aerosol	7.00	EA	Buy	BOM
10T000001 -- THINNER/REDUCER T-10	0.10	GAL	Buy	STD
12305S -- ACTIVATOR FOR TC35000	3.00	QT	Buy	BOM
192-S -- PAINT IMRON ACTIVATOR	5.00	QT	Buy	STD
193S -- IMRON 5000 ACTIVATOR (QT)	3.00	QT	Buy	BOM
20-64-1G -- ZOLATONE Greystone	2.50	GAL	Buy	BOM
2505S -- ACTIVATOR EPOXY-MID TEMP	1.00	GAL	Buy	BOM
2540S -- PRIMER-GRAY	1.00	GAL	Buy	BOM
359S -- ADDITIVE-IMRON 6000 SELECT	0.06	PT	Buy	BOM
373P26339 -- PRIMER gray urethane sandable	2.00	GAL	Buy	BOM
389-S -- IMRON 5000 ACCELERATOR	0.04	QT	Buy	BOM
3939-S -- SURFACE CLEANER	0.30	GAL	Buy	BOM
51078XM ALT. 1 -- PAINT red imron 5.0	1.00	GAL	Buy	STD
825-Y-2307 -- BLACK CORLAR EPOXY PRIMER 5GA	0.02	5G	Buy	BOM
8596-S -- IMRON SLOW REDUCER (GAL)	0.38	GAL	Buy	BOM
8989 -- ACCELERATOR - IMRON SELECT	0.19	QT	Buy	BOM
9251-000C-HP -- CATALYST Quick Step	2.50	PT	Buy	STD
H9113X/S -- PAINT white imron	2.00	GAL	Buy	STD
N0001HN -- PAINT-BLACK IMRON 5000	3.00	GAL	Buy	BOM
PAINT/S -- PAINT PRODUCTION UNIT	1.00	EA	Buy	STD
RSL-PROD -- REPAIR/SERVICE/LABOR	11.00	EA	Buy	STD
SIKA 221 -- CAULKING Sikaflex Gray Adhesiv	12.00	TBE	Buy	BOM
TC35000 -- CLEAR COAT - ELITE	2.00	GAL	Buy	BOM
59030005 -- TWO-TONE CAB, To Bottom of Windshield	1.00		Make	B.0
5903005 -- TWO-TONE CAB, To Bottom of Windshield	1.00		Make	A.0
7740S -- CHROMASEAL Gray Sealer	0.25	GAL	Buy	STD
59100001 -- PAINT FRAME Same Color as Body	1.00		Make	0.1
60010001 -- PUMP SHIFT, VPS Air	1.00		Make	A.0
6001006 -- PUMP SHIFT, Air	1.00		Make	A.0



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60010010 -- DRAIN, Trident Master	1.00		Make	D.51
6000007 -- DRAIN Trident Master	1.00		Make	C.50
20-083 -- ELBOW 90 brs sw 3/8tubex1/4M	4.00	EA	Buy	BOM
30.001.7 -- 12 PORT COVERED MASTER DRAIN	1.00	EA	Buy	BOM
3250-06104 -- TUBING air brake 3/8" black	30.00	FT	Buy	BOM
60012555 -- PUMP, Hale QMAX 2000 gpm Single Stage	1.00		Make	B.16
6000008 -- HEAT SHIELD, Pump Gearbox	1.00		Make	A.0
P-C-3411-C -- SHIELD heat pump gear box	1.00	EA	Buy	BOM
P-C-3412-A -- MNTG shld heat pump gear box	2.00	EA	Buy	BOM
60012550 -- PUMP, Hale QMAX 2000 gpm Single Stage	1.00		Make	E.39
501-3540-98-0 -- QMAX 2000GPM SINGLE STAGE PUMP	1.00	EA	Buy	STD
6-2-749-1 -- HALE PUMP COMPANION FLANGE	2.00	EA	Buy	BOM
6-73-220 -- BOLT FOR 1710 DRIVE SHAFT	16.00	EA	Buy	BOM
VEG-FIBER -- PAPER GSKT HALE 4 BOLT	10.00	EA	Buy	BOM
9201007 -- HOOK-UP GEAR BOX COOLER	1.00		Make	A.0
101A-D -- 1/2" BRASS BLOCK TEE	1.00	EA	Buy	BOM
110A-DB -- 1/2"x1/4" BRASS HEX BUSHING	1.00	EA	Buy	BOM
20-083 -- ELBOW 90 brs sw 3/8tubex1/4M	1.00	EA	Buy	BOM
20-088 -- ELBOW SW 3/8TUBEx1/2M NPT	1.00	EA	Buy	BOM
3250-08104 -- TUBING air brake 1/2" black	3.00	FT	Buy	BOM
65A-88 -- 1/2" COMPRESSION ELBOW BOTH END	1.00	EA	Buy	BOM
68A-8D -- 1/2" TUBEx1/2" MPT STR COMPRESSION	2.00	EA	Buy	BOM
69A-8D -- 1/2" TUBEx1/2" MPT 90% COMPRESSION	2.00	EA	Buy	BOM
60028050 -- PUMP PRIMER, Trident Air (Pushbutton)	1.00		Make	B.0
6002805 -- PUMP PRIMER, Trident Air (Pushbutton)	1.00		Make	B.0
31.001.2 -- AIR PRIMER 3 barrel	1.00	EA	Buy	STD
60035300 -- PUMP SEAL Hale Mechanical	1.00		Make	A.0
8025005 -- *** INFORMATION ONLY ***	1.00		Make	A.0
60035999 -- THREADS NST	1.00		Make	D.0
61010405 -- ENGINE Pres Governor Class 1TPGJ1939	1.00		Make	A.0
61210050 -- INTAKE PRESSURE CONTROL, Hale	1.00		Make	D.20
6121005 -- INTAKE Pressure Control, Hale	1.00		Make	C.20
037RL-2.5X2.5 -- 2.5" FNPT X 2.5" MNH ADAPTER	1.00	EA	Buy	BOM
107819 -- RELIEF vlv 115 flange 2.5" NPT	1.00	EA	Buy	BOM
2.5COUP -- 2.5" F.PVC X 2.5" F PVC COUPLING	1.00	EA	Buy	BOM
2.5PVC-10 -- 2-1/2" PVC 40 PIPE	1.00	FT	Buy	BOM
2.5PVC-45 -- 2-1/2" 45% ELLS PVC40 FTGS	1.00	EA	Buy	BOM
2.5PVC-90 -- 2-1/2" PVC 90% ELLS PVC40 FTGS	2.00	EA	Buy	BOM
436025 -- 2.5" M.NPT X 2.5" F.PVC ADPT	1.00	EA	Buy	BOM
61510000 -- HOOKUP Aux Cooler (ISM, Ser 60)	1.00		Make	B.0
9201010 -- HOOK-UP HEAT EXCHANGER	1.00		Make	A.0
20-083 -- ELBOW 90 brs sw 3/8tubex1/4M	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
61710305 -- VALVES, Akron HD	1.00		Make	B.0
62010003 -- PIPING Stainless (Aerial)	1.00		Make	B.31
6201002 -- PIPING Stainless	1.00		Make	B.65
AT-C-6937-A -- ASSY pipe foam A	1.00	EA	Buy	STD
AT-C-6940-A -- ASSY pipe foam D	1.00	EA	Buy	STD
AT-C-7054-B -- ASSY pipe foam fit bumper	1.00	EA	Buy	STD
AT-C-7244-A -- ASSY pipe foam B	1.00	EA	Buy	STD
AT-C-7247-A -- ASSY pipe foam C	1.00	EA	Buy	STD
63010000 -- INLETS, 6"	1.00		Make	D.0
6301000 -- INLETS, 6"	1.00		Make	D.0
01.003.8 -- CAP 6" NST W/ SUTPHEN POLY LOGO	2.00	EA	Buy	BOM
3000992-16 -- BEZEL assy pump intake brgndy	2.00	EA	Buy	BOM
64020000 -- SUCTION, Rt Side 2.5" Akron Vlv	1.00		Make	P.159
6402000 -- SUCTION, Rt Side 2.5" Akron Vlv	1.00		Make	H.172
01.007.0 -- PLUG 2.5" NST	1.00	EA	Buy	BOM
104596 -- FITTING tube str DOT 3/4"x3/4"	1.00	EA	Buy	BOM
105590 -- ELBOW sw 3/4"x3/4" tube 90	1.00	EA	Buy	BOM
30.002.7 -- 3/4" 90DEG 1/4 TURN DRAIN VLV	1.00	EA	Buy	BOM
3000030-01-1490 -- TAG pump intake sz C	1.00	EA	Buy	BOM
3000031-01-0754 -- INTAKE RELF VLV DO NOT CAP SZB	1.00	EA	Buy	BOM
3000213-16 -- 2" VERBIAGE BEZEL BURGUNDY	1.00	EA	Buy	BOM
3000230-161490 -- BEZEL assy pump intake brgndy	1.00	EA	Buy	BOM
3000254-24 -- SIZE B VERBIAGE BEZEL BLACK	1.00	EA	Buy	BOM
3000286-161490 -- BEZEL assy pump intake brgndy	1.00	EA	Buy	BOM
33-314 -- FITT 3/4" M NPTx3/4" 90 barb	1.00	EA	Buy	BOM
88251747 -- VLV 2.5 SE1S X F3SS TS 9:00	1.00	EA	Buy	STD
NT10012-BK -- HOSE 3/4" AIR BRAKE NYLON	3.00	FT	Buy	BOM
PP-120 -- CHAIN HOLDER - TILT	1.00	EA	Buy	BOM
65020000 -- SUCTION, Lt Side 2.5" Akron Vlv	1.00		Make	T.176
6502000 -- SUCTION, Lt Side 2.5" Akron Vlv	1.00		Make	I.193
01.007.0 -- PLUG 2.5" NST	1.00	EA	Buy	BOM
104596 -- FITTING tube str DOT 3/4"x3/4"	1.00	EA	Buy	BOM
105590 -- ELBOW sw 3/4"x3/4" tube 90	1.00	EA	Buy	BOM
30.002.7 -- 3/4" 90DEG 1/4 TURN DRAIN VLV	1.00	EA	Buy	BOM
3000030-01-1490 -- TAG pump intake sz C	1.00	EA	Buy	BOM
3000213-16 -- 2" VERBIAGE BEZEL BURGUNDY	1.00	EA	Buy	BOM
3000230-161490 -- BEZEL assy pump intake brgndy	1.00	EA	Buy	BOM
3000286-161490 -- BEZEL assy pump intake brgndy	1.00	EA	Buy	BOM
33-314 -- FITT 3/4" M NPTx3/4" 90 barb	1.00	EA	Buy	BOM
88251746 -- VLV 2.5 SE1S X F3SS TS 3:00	1.00	EA	Buy	STD
NT10012-BK -- HOSE 3/4" AIR BRAKE NYLON	3.00	FT	Buy	BOM
PP-120 -- CHAIN HOLDER - TILT	1.00	EA	Buy	BOM
66010010 -- TANK-to-PUMP w/Check Valve	1.00		Make	B.75
6600008 -- TANK-to-PUMP, 3" Akron w/Check Valve	1.00		Make	B.44
23001 -- TANK BOOT 3.5" ID x 5.5" LONG	2.00	EA	Buy	BOM
3040067-02161831 -- VLV CNTRL tank to pump burgndy	1.00	EA	Buy	BOM
3PVC-FT -- 3" PVC 40 PLASTIC PIPE	3.00	FT	Buy	BOM



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	Qty	UOM	Type	Origin
88301332 -- VLV 3.0 B3SE up X P1S R1	1.00	EA	Buy	STD
B2699-6A -- YOKE ENDS OFFSET 1/2-20 NF	1.00	EA	Buy	BOM
P-C-1921-B -- GASKET 8 bolt flange	1.00	EA	Buy	BOM
SSR-1/2 -- ROD round sst 1/2" dia	1.00	FT	Buy	BOM
TBC400 -- CLAMP Dixon Boss ss band 4"	4.00	EA	Buy	BOM
70020020 -- DISCHARGE Waterway 4" Akron Elec Valve	1.00		Make	J.6
7000001 -- DISCHARGE Waterway 4" Akron Elec Valve	1.00		Make	H.6
107819 -- RELIEF vlv 115 flange 2.5" NPT	1.00	EA	Buy	BOM
11-248 -- O-RING-WATER TUBE, FLANGE	3.00	EA	Buy	BOM
3000031-01-1886 -- WATERWAY SIZE B BLACK	1.00	EA	Buy	BOM
3000254-14 -- SIZE B VERBIAGE BEZEL PURPLE	1.00	EA	Buy	BOM
88400333 -- VALVE body 4" elec B position	1.00	EA	Buy	STD
AT-C-4562-A -- PIPE LOWER SWIVEL SS	1.00	EA	Buy	BOM
AT-C-4637 -- 4" SS AKRON VALVE FLANGE W/MIC	1.00	EA	Buy	BOM
AT-C-5762-B -- W/WAY LOWER VALVE TO SWIVEL	1.00	EA	Buy	BOM
AT-C-5768-C -- WATERWAY PUMP TO 4" VALVE	1.00	EA	Buy	BOM
AT-C-5977-C -- ASSY ELBOW LOWER W/W	1.00	EA	Buy	BOM
70020050 -- DRAIN Waterway 1.5" Akron Valve	1.00		Make	J.19
7002005 -- DRAIN Waterway 1.5" Akron Valve	1.00		Make	H.33
3040067-02141886 -- VLV CNTRL waterway purple	1.00	EA	Buy	BOM
88150058/S -- VLV body w/R1 handle 8815	1.00	EA	Buy	STD
AT-C-5735-B -- FLANGE 1.5" end drain S/S	1.00	EA	Buy	BOM
BJ82R -- BALL JOINT W/RUBBER BOOT 1/2"	1.00	EA	Buy	BOM
SSR-1/2 -- ROD round sst 1/2" dia	2.00	FT	Buy	BOM
TAG-C -- BEZEL WARNING TAG SIZE C	1.00	EA	Buy	BOM
TAG457-A -- TAG waterway drain	1.00	EA	Buy	BOM
70520001 -- DISCHG, L. Side (Pair) 2.5" Akron	1.00		Make	J.101
7050001 -- DSCHG, (2) 2.5" L. SIDE, AKRN, STS	1.00		Make	I.103
01.006.0 -- CAP 2.5" NST-ROCKER LUG	2.00	EA	Buy	BOM
104596 -- FITTING tube str DOT 3/4"x3/4"	1.00	EA	Buy	BOM
105589 -- ELBOW sw 3/4"x3/4" tube 45	1.00	EA	Buy	BOM
105590 -- ELBOW sw 3/4"x3/4" tube 90	2.00	EA	Buy	BOM
20-081 -- ELBOW hrs sw 1/4" tube 1/8"	2.00	EA	Buy	BOM
30.002.7 -- 3/4" 90DEG 1/4 TURN DRAIN VLV	2.00	EA	Buy	BOM
3000030-01-1040 -- TAG No 1 dschrg sz C	1.00	EA	Buy	BOM
3000030-01-1089 -- TAG No 2 dschrg sz C	1.00	EA	Buy	BOM
3000213-03 -- 2" VERBIAGE BEZEL YELLOW	1.00	EA	Buy	BOM
3000213-23 -- 2" VERBIAGE BEZEL WHITE	1.00	EA	Buy	BOM
3000218-031040 -- BEZEL assy no.1 dschrg ylw	1.00	EA	Buy	BOM
3000218-231089 -- BEZEL assy no.2 dschrg white	1.00	EA	Buy	BOM
3000226-031040 -- BEZEL assy no.1 dschrg ylw	1.00	EA	Buy	BOM
3000226-231089 -- BEZEL assy no.2 dschrg white	1.00	EA	Buy	BOM
88251744 -- VLV 2.5 HD1S dwn X ME1S TS	1.00	EA	Buy	STD
88251745 -- VLV 2.5 HD1S up X ME1S TS	1.00	EA	Buy	STD
NT10012-BK -- HOSE 3/4" AIR BRAKE NYLON	6.00	FT	Buy	BOM
PP-120 -- CHAIN HOLDER - TILT	2.00	EA	Buy	BOM
71020280 -- DISCHG, Rt Side 2.5" Akron (Aerial)	1.00		Make	G.33
7100012 -- DISCHARGE Rt Side 2.5" Akron (Aerial)	1.00		Make	D.32
01.006.0 -- CAP 2.5" NST-ROCKER LUG	1.00	EA	Buy	BOM
105590 -- ELBOW sw 3/4"x3/4" tube 90	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
20-081 -- ELBOW brs sw 1/4tubex1/8M	1.00	EA	Buy	BOM
30.002.7 -- 3/4" 90DEG 1/4 TURN DRAIN VLV	1.00	EA	Buy	BOM
3000030-01-1152 -- TAG No 4 dschrg sz C	1.00	EA	Buy	BOM
3000213-24 -- 2" VERBIAGE BEZEL BLACK	1.00	EA	Buy	BOM
3000226-241152 -- BEZEL assy no.4 dschrg black	1.00	EA	Buy	BOM
3000286-241490 -- BEZEL assy pump intake blk	1.00	EA	Buy	BOM
88251748 -- VLV 2.5 HD1S up X ME1S R1	1.00	EA	Buy	STD
BJ82R -- BALL JOINT W/RUBBER BOOT 1/2"	2.00	EA	Buy	BOM
PR6200 -- ROD control 62"	1.00	EA	Buy	BOM
71020330 -- DISCHG, Rt Side 3" Akron (Aerial)	1.00		Make	D.3
7100013 -- DISCHARGE Rt Side 3" Akron (Aerial)	1.00		Make	B.3
01.015.0 -- CAP 3" NST. ROCKER LUG	1.00	EA	Buy	STD
104596 -- FITTING tube str DOT 3/4"x3/4"	1.00	EA	Buy	BOM
105590 -- ELBOW sw 3/4"x3/4" tube 90	1.00	EA	Buy	BOM
20-081 -- ELBOW brs sw 1/4tubex1/8M	1.00	EA	Buy	BOM
30.002.7 -- 3/4" 90DEG 1/4 TURN DRAIN VLV	1.00	EA	Buy	BOM
3000030-01-1123 -- TAG No 3 dschrg sz C	1.00	EA	Buy	BOM
3000213-11 -- 2" VERBIAGE BEZEL BLUE	1.00	EA	Buy	BOM
3000226-121123 -- BEZEL assy no.3 dschrg navy	1.00	EA	Buy	BOM
3000286-111490 -- BEZEL assy pump intake blue	1.00	EA	Buy	BOM
7875000141001 -- SLO-CLOZ FOR NEW VALVES	1.00	EA	Buy	STD
88301331 -- VLV 3.0 HD1S dwn X ME1S R1	1.00	EA	Buy	STD
B27086E -- 1/2 ADJUSTABLE YOKE END CURVED	1.00	EA	Buy	BOM
BJ82R -- BALL JOINT W/RUBBER BOOT 1/2"	1.00	EA	Buy	BOM
NT10012-BK -- HOSE 3/4" AIR BRAKE NYLON	4.00	FT	Buy	BOM
P-811-A -- 3/4 STEEL TUBE 54"	1.00	EA	Buy	BOM
P-811-B -- 7" STEEL THREADED ROD 1/2 SAE	2.00	EA	Buy	BOM
72230000 -- DISCHARGE Ft Bumper 1.5" w/2" Plumbing	1.00		Make	P.108
9077450-07 -- DISCHARGE Ft Bumper 1.5" w/2" Plumbing	1.00		Make	D.108
012NPB -- LOOM 1/2" Hi Temp Gry Stripe	20.00	FT	Buy	BOM
20-081 -- ELBOW brs sw 1/4tubex1/8M	7.00	EA	Buy	BOM
20FE -- 2" SS FERRULE	2.00	EA	Buy	BOM
20FP -- 2" FLEXIBLE PIPE (FT)	18.00	FT	Buy	BOM
20VC -- 2" SS VICTAULIC COUPLING	2.00	EA	Buy	BOM
3000030-02-0051 -- 1-3/4"FRT DISC WATER FOAM SZ C	1.00	EA	Buy	BOM
3000030-02-0673 -- FRONT DISCHARGE SIZE C RED	1.00	EA	Buy	BOM
3000031-02-0051 -- 1-3/4"FRT DISC WATER FOAM SZ B	1.00	EA	Buy	BOM
3000158-21300 -- BEZEL assy slide/top mnt	1.00	EA	Buy	BOM
3000255-05 -- SIZE C VERBIAGE BEZEL MINT GRN	2.00	EA	Buy	BOM
34AD -- DRAIN 3/4" automatic	1.00	EA	Buy	BOM
34DR -- DRAIN 3/4" air operated	1.00	EA	Buy	BOM
4246-04166 -- TUBING air brake 1/4" blue	20.00	FT	Buy	BOM
8497K1 -- GUARD switch Cutler Hammer	2.00	EA	Buy	BOM
86204002 -- VLV 2" body elec cntrl 9313	1.00	EA	Buy	STD
BR311101150 -- ELBOW 90 std brs 3/4"	2.00	EA	Buy	BOM
MJTV-5 -- VALVE 4-way control	2.00	EA	Buy	BOM
P-C-1917-A -- 2" FRONT BUMPER ASSY FLUSH	1.00	EA	Buy	BOM
P-C-3952-A -- BRKT sprt 2" flexpipe fnt dsch	5.00	EA	Buy	BOM
VT75400 -- COUPLING groovlok 2"	4.00	EA	Buy	BOM
72821305 -- CROSSLAY, (2) 2" AKRON ELEC/SST (SPH100)	1.00		Make	L.2
7280000 -- CROSSLAY, (2) 2" AKRON ELEC/SST (SPH100)	1.00		Make	J.2
105590 -- ELBOW sw 3/4"x3/4" tube 90	4.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
20-081 -- ELBOW brs sw 1/4tubex1/8M	2.00	EA	Buy	BOM
30.002.7 -- 3/4" 90DEG 1/4 TURN DRAIN VLV	2.00	EA	Buy	BOM
3000030-02-0049 -- 1-3/4"FRNT CROSSLAY WATER FOAM	1.00	EA	Buy	BOM
3000030-02-0061 -- 1-3/4"REAR CROSSLAY WATER FOAM	1.00	EA	Buy	BOM
3000158-011516 -- BEZEL assy rr crsly red	1.00	EA	Buy	BOM
3000158-020666 -- BEZEL assy fnt crsly orange	1.00	EA	Buy	BOM
3000213-01 -- 2" VERBIAGE BEZEL RED	1.00	EA	Buy	BOM
3000213-02 -- 2" VERBIAGE BEZEL ORANGE	1.00	EA	Buy	BOM
86204002 -- VLV 2" body elec cntrl 9313	2.00	EA	Buy	STD
AT-C-5445-1-B -- ASSY 1 pipe 1-3/4" crosslay	1.00	EA	Buy	STD
AT-C-5445-2-B -- ASSY 2 pipe 1-3/4" crosslay	1.00	EA	Buy	STD
AT-C-5446-1-B -- ASSY 1 pipe 1-3/4" crosslay	1.00	EA	Buy	STD
AT-C-5446-2-B -- ASSY 2 pipe 1-3/4" crosslay	1.00	EA	Buy	STD
NT10012-BK -- HOSE 3/4" AIR BRAKE NYLON	10.00	FT	Buy	BOM
72821400 -- CROSSLAY, 2.5" Akron Elec/STS (SPH100)	1.00		Make	G.24
7280003 -- CROSSLAY, 2.5" Akron Elec/STS (SPH100)	1.00		Make	F.24
01.086.1 -- SWIVEL 90 2.5NHx2.5NPTF	1.00	EA	Buy	BOM
105590 -- ELBOW sw 3/4"x3/4" tube 90	2.00	EA	Buy	BOM
20-081 -- ELBOW brs sw 1/4tubex1/8M	1.00	EA	Buy	BOM
30.002.7 -- 3/4" 90DEG 1/4 TURN DRAIN VLV	1.00	EA	Buy	BOM
3000030-02-0104 -- TAG 2.5" crosslay wtr/foam szC	1.00	EA	Buy	BOM
3000158-190102 -- BEZEL assy 2.5" crsly brown	1.00	EA	Buy	BOM
3000213-19 -- 2" VERBIAGE BEZEL BROWN	1.00	EA	Buy	BOM
86254001 -- VLV 2.5" body elec cntrl 9313	1.00	EA	Buy	STD
AT-C-5978-2-B -- ASSY 2 pipe 2.5" crosslay	1.00	EA	Buy	STD
NT10012-BK -- HOSE 3/4" AIR BRAKE NYLON	5.00	FT	Buy	BOM
72910000 -- COVER, TWO CROSSLAYS, VINYL	1.00		Make	C.22
7299000 -- COVER (2) Crosslays (Vinyl)	1.00		Make	C.7
CLC/S -- COVER cross lay	1.00	EA	Buy	STD
G-9/16X5/32 -- GASKET 9/16ODx5/32ID 1/16"PSA	4.00	EA	Buy	BOM
SP87B -- KNOB attachment black	4.00	EA	Buy	BOM
73020101 -- TANK FILL, 1.5" (SPH100/SP110)	1.00		Make	B.16
7302010 -- TANK Fill, 1.5" (SPH100)	1.00		Make	B.15
15FE -- 1.5" SS FERRULE	2.00	EA	Buy	BOM
15FP -- 1.5" FLEXIBLE PIPING (FEET)	8.00	FT	Buy	BOM
15VC -- 1.5" SS VICTAULIC COUPLING	2.00	EA	Buy	BOM
3040067-02061825 -- VLV CNTRL pump recirc lime gm	1.00	EA	Buy	BOM
88150058/S -- VLV body w/R1 handle 8815	1.00	EA	Buy	STD
AT-C-5979-C -- PIPE assy tank fill 1.5"	1.00	EA	Buy	BOM
B2699-6A -- YOKE ENDS OFFSET 1/2-20 NF	1.00	EA	Buy	BOM
SSR-1/2 -- ROD round sst 1/2" dia	1.00	FT	Buy	BOM
TAG-C -- BEZEL WARNING TAG SIZE C	1.00	EA	Buy	BOM
TAG449-B -- TAG caution tank fill	1.00	EA	Buy	BOM
VT75300 -- COUPLING groovlok 1.5"	2.00	EA	Buy	BOM
73531425 -- FOAM TANK 30 GALLON BUILT INTO BOOSTER TANK	1.00		Make	C.35
7350006 -- FOAM Tank 30 gal in Booster Tank	1.00		Make	A.37
139-1212 -- 3/4" HOSE BARB X 3/4" MP BRASS	1.00	EA	Buy	BOM
139-1612 -- 1" HOSE BARB X 3/4" MP BRASS	2.00	EA	Buy	BOM
20-081 -- ELBOW brs sw 1/4tubex1/8M	2.00	EA	Buy	BOM
271PPS-4A -- RUN TEE 1/8" MNPTx1/4" TUBE (2)	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
33-316W -- FITT 1"M NPTx1" 90 hose barb	1.00	EA	Buy	BOM
3400X12 -- 90 DEG ST.EL:3/4FNPTx3/4MNPT	2.00	EA	Buy	BOM
34DR -- DRAIN 3/4" air operated	2.00	EA	Buy	BOM
BR311101150 -- ELBOW 90 std brs 3/4"	3.00	EA	Buy	BOM
BR311102150 -- ELBOW 45 std brs 3/4"	1.00	EA	Buy	BOM
BR311105150 -- TEE std brs 3/4"	2.00	EA	Buy	BOM
CM6114217150 -- 3/4" STAINLESS STEEL COUPLING	1.00	EA	Buy	BOM
K7130-16-16 -- 1"PVC VACUUM HOSE (KURIYAMA)	10.00	FT	Buy	BOM
NB3211500200 -- 3/4x2 STD BRASS NIPPLE	1.00	EA	Buy	BOM
NCT113150 -- 3/4" GATE VALVE NON RISING STEM	2.00	EA	Buy	BOM
UDO150B1 -- CLAMP 1-1/2" ZINC PLATED	2.00	EA	Buy	BOM
73570300 -- FOAM SYSTEM, FOAMPRO 2002, 5.0 GPM	1.00		Make	G.36
9082119 -- FOAM PRO 2002	1.00		Make	E.60
2510-0032 -- LOW LEVEL TANK SW SIDE MOUNT	1.00	EA	Buy	STD
2660-0054 -- ASSY manifold foam 3"	1.00	EA	Buy	STD
33-316W -- FITT 1"M NPTx1" 90 hose barb	1.00	EA	Buy	BOM
6032-0015 -- SYSTEM SCHEMATIC PLACARD	1.00	EA	Buy	STD
AT-C-6957-A -- BRKT crsly foam vlv support	1.00	EA	Buy	STD
CB1-SM-80 -- BREAKER Circuit 80 Amp	1.00	EA	Buy	STD
S105-2002/S -- 2002 FOAM PRO SYSTEM	1.00	EA	Buy	STD
UDO350B1 -- CLAMP 3-1/2" ZINC PLATED	1.00	EA	Buy	BOM
VT75500 -- COUPLING groovylok 3"	1.00	EA	Buy	BOM
9082122 -- FOAM FLUSH FOR FOAM SYSTEM	1.00		Make	A.0
75012035 -- SUB-FRAME, PUMP MOD., SPH-100'	1.00		Make	B.0
AT-C-5854-B -- SUBFRAME super module LH	1.00	EA	Buy	BOM
AT-C-5855-B -- SUBFRAME super module RH	1.00	EA	Buy	BOM
75012150 -- TOWER GAUGE PANEL BRUSHED STAINLESS BOTH SIDE	1.00		Make	L.60
7500010 -- TAGS,Cab Tilt Control	1.00		Make	J.104
PSCOCDCR -- LIGHT Strip 6 LED Cir Step Lt	1.00	EA	Buy	STD
TAG-C -- BEZEL WARNING TAG SIZE C	2.00	EA	Buy	BOM
TAG-D -- BEZEL WARNING TAG SIZE D	1.00	EA	Buy	BOM
TAG322-A -- LOWERING CAB WARNING	1.00	EA	Buy	BOM
TAG324-A -- CAB TILT	1.00	EA	Buy	BOM
TAG458-A -- TAG sfty instrc raise cab 07	1.00	EA	Buy	STD
TAG462-A -- TAG cab tilt sfty litch 07	1.00	EA	Buy	BOM
9300073 -- TOWER PUMP PANELS-BRUSHED	1.00		Make	I.38
ADP-102 -- PANEL drain aerial	1.00	EA	Buy	STD
AGP-VELCRO -- VELCRO hook and loop w/psa	2.00	FT	Buy	BOM
APP-102 -- PANEL pump removable rh	1.00	EA	Buy	STD
AT-1602 -- PANEL gauge aerial	1.00	EA	Buy	STD
P-700-M/S -- PUMP PANEL 28.625x32.625	1.00	EA	Buy	STD
TAG405-A -- POWER LINE DANGER	1.00	EA	Buy	BOM
V01-26427 -- NAMEPLATE logo Sutphen	2.00	EA	Buy	BOM
75510001 -- PUMP PANEL LIGHTING FOR AERIAL TOWER	1.00		Make	H.0
8025164 -- PUMP PANEL LIGHTING FOR AERIAL	1.00		Make	G.0
AT-C-7331-B -- NLA SEE SW6-17-9 SHROUD lig	2.00	EA	Buy	BOM
PSCOCDCR -- LIGHT Strip 6 LED Cir Step Lt	2.00	EA	Buy	STD
76010006 -- (2) TEST OUTLETS	1.00		Make	B.82



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	Qty	UOM	Type	Origin
9019103 -- TEST PORTS	1.00		Make	B.81
4246-04106 -- TUBING air brake 1/4" black	1.00	FT	Buy	BOM
4246-04126 -- TUBING air brake 1/4" red	1.00	FT	Buy	BOM
76010009 -- TAGS/BEZELS	1.00		Make	L.90
7600000 -- COLOR-CODED TAGS/BEZELS	1.00		Make	K.90
3000031-01-0297 -- CAB DOOR OPEN SIZE B BLACK	1.00	EA	Buy	BOM
3000031-01-0333 -- COMPARTMENT DOOR OPEN SIZE B	1.00	EA	Buy	BOM
3000031-01-1934 -- OUTRIGGERS OUT SIZE B	1.00	EA	Buy	BOM
3000031-01-1935 -- OUTRIGGERS DOWN SIZE B	1.00	EA	Buy	BOM
3000254-01 -- SIZE B VERBIAGE BEZEL RED	5.00	EA	Buy	BOM
TAG-B -- BEZEL WARNING TAG SIZE B	1.00	EA	Buy	BOM
TAG-D -- BEZEL WARNING TAG SIZE D	3.00	EA	Buy	BOM
TAG23-A -- AERIAL DATA TAG	1.00	EA	Buy	STD
TAG353-C -- SUTPHEN & TEAMSTERS PLACARD	1.00	EA	Buy	BOM
TAG365-A/S -- VEHICLE CAPACITY & HEIGHT	1.00	EA	Buy	STD
TAG430/S -- PUMP DATA TAG	1.00	EA	Buy	STD
TAG432/S -- FLUID DATA PLATE	1.00	EA	Buy	STD
TAG467-A -- TAG parts and service phone	1.00	EA	Buy	BOM
TAG468-A -- TAG aerial PN and SN	1.00	EA	Buy	STD
TAG469-A -- TAG chassis/body PN and SN	1.00	EA	Buy	STD
TAG479-A -- TAG engine regen procedure	1.00	EA	Buy	BOM
76010017 -- AKRON PIGGYBACK HANDLES FOR SELF LOCKING VLVS	2.00		Make	C.0.
9017802 -- AKRON STACK HANDLE	1.00		Make	B.0
75930010 -- REMOTE piggyback 2.5" fork lock	1.00	EA	Buy	STD
76030298 -- PRESSURE GOVERNOR CLASS 1 TPGJ1939	1.00		Make	A.0
76510051 -- MASTER GAUGES, (Pair) 4" No-Shok Liq Filled	1.00		Make	E.0
9020007 -- NOSHOK 4" MASTER GAUGE - AERIAL	1.00		Make	E.0
266PP-4B -- CONNECTOR 1/4 FMx 1/4 PUSH ON	2.00	EA	Buy	BOM
271PPS-4B -- TEE, MALE, SWIVEL 1/4x1/4	2.00	EA	Buy	BOM
28-025 -- 1/4" BRASS TEE	2.00	EA	Buy	BOM
3001946 -- PANEL mstr gauge assy 4" plus	1.00	EA	Buy	STD
4246-04106 -- TUBING air brake 1/4" black	6.00	FT	Buy	BOM
4246-04126 -- TUBING air brake 1/4" red	3.00	FT	Buy	BOM
4246-04166 -- TUBING air brake 1/4" blue	3.00	FT	Buy	BOM
77510060 -- GAUGE, Water Level, Fire Research TankVision	1.00		Make	A.0
7750006 -- GAUGE, WATER LEVEL, FIRE RES. TANKVISION	1.00		Make	A.0
WL2000 -- TANKVISION WATER VOLUME GAUGE	1.00	EA	Buy	STD
77540160 -- GAUGE, FOAM LVL (A), FIRE RESEARCH TANKVISION	1.00		Make	B.0
7750004 -- GAUGE, FOAM LVL (A), FIRE RESEARCH TANKV	1.00		Make	B.0
WL2600 -- TANKVISION CLASS A FOAM GAUGE	1.00	EA	Buy	STD
78510003 -- AKRON NAVIGATOR 9305 FLOWMETER AERIAL	1.00		Make	B.47
9021211 -- AKRON NAVIGATOR 9305 FLOWMETER 95/100WW	1.00		Make	B.47
115232 -- NUT hex flowmeter	1.00	EA	Buy	BOM
93000024 -- SS WELD BOSS 4" PIPE F/ FLOWMETER	1.00	EA	Buy	STD



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	Qty	UOM	Type	Origin
93150003 -- CONTROLLER Navigator kit	1.00	EA	Buy	STD
80010204 -- BODY, STAINLESS, SPH100 w/PUMP	1.00		Make	BE.1
8000000 -- BODY Rear Forward Sec AT-C-5583	1.00		Make	O.29
1-2707-34.5" -- TANK RUBBER w/adhesive 34.5"	14.00	EA	Buy	BOM
3LC-2CU8 -- FSTNR lck collar 1/4"D SST	100.00	EA	Buy	BOM
AT-C-5558-C -- SUBFRAME assy front body	1.00	EA	Buy	STD
AT-C-5560 -- CROSSLAY FRONT WALL	1.00	EA	Buy	STD
AT-C-5561 -- CROSSLAY REAR WALL	1.00	EA	Buy	STD
AT-C-5570 -- CROSSLAY DIVIDER, SPH100	1.00		Make	A.0
AT-C-5563 -- n/a see AT-C-5563-A CROSSLAY D	1.00	EA	Buy	STD
P-C-2237 -- EXTRUSION tee hosebed divider	3.00	FT	Buy	BOM
AT-C-5583/S -- FORWARD REAR BODY ASSY	1.00	EA	Buy	STD
AT-C-5587-A -- FLOOR CROSSLAY LT	1.00	EA	Buy	STD
AT-C-5588-A -- FLOOR CROSSLAY RT	1.00	EA	Buy	STD
COMPT-ASSY-01 -- LABOR compt assy aerial	1.00	EA	Buy	STD
MHFF-DT16-25 -- HUCK BOLT 16MM STEEL GRADE 8	24.00	EA	Buy	BOM
SS2B16GA# -- SHEET SS 16GA BRIGHT	6.88	LB	Buy	BOM
8000001 -- AFT REAR BODY AT-C-5579	1.00		Make	I.13
3LC-2CU8 -- FSTNR lck collar 1/4"D SST	88.00	EA	Buy	BOM
AT-C-5474-A -- SUBFRAME aerial rear body	1.00	EA	Buy	STD
AT-C-5579/S -- REAR BODY AFT SECTION	1.00	EA	Buy	STD
C6LB-U8-6 -- FSTNR lckblt 1/4"DX3/8"G SST	88.00	EA	Buy	BOM
8450000 -- HARNESS Body Electric (SPH100)	1.00		Make	F.0
AT-C-1700-D -- HARNESS compt lh rear	1.00	EA	Buy	BOM
AT-C-1701-E -- HARNESS compt rh rear	1.00	EA	Buy	BOM
AT-C-5763-D -- HARNESS adapter L1 compt	1.00	EA	Buy	BOM
AT-C-6056-C -- HARNESS subframe rh	1.00	EA	Buy	BOM
AT-C-6057-C -- HARNESS subframe lh	1.00	EA	Buy	BOM
AT-C-6327-H -- HARNESS module door to adapter	1.00	EA	Buy	BOM
AT-C-6389-D -- HARNESS multiport to mod door	1.00	EA	Buy	BOM
8950004 -- LADDER Storage AT-C-5864 (SPH100)	1.00		Make	O.28
009365# -- SHEET ALUM 125 FLAT (1/8)	6.00	LB	Buy	BOM
032151# -- T/PLATE ALUM 1/8"	15.00	LB	Buy	BOM
105485 -- TAPE BARRIER BLK 1/32"x1"	2.00	FT	Buy	BOM
197 -- RUBBER BUMPERS	1.00	EA	Buy	BOM
AT-C-1010 -- COMPT. A HINGE	1.00	EA	Buy	STD
AT-C-5864-E -- LADDER CHUTE banking assy	1.00	EA	Buy	STD
AT-C-7461-A -- BRKT door switch ladder tunnel	2.00	EA	Buy	BOM
C2-32-15 -- LEVER LATCH-ADJ W/RAISED TRIGR	2.00	EA	Buy	BOM
P-C-2515-A -- GASKET-LEVER LATCH(C2-32-15-3)	2.00	EA	Buy	BOM
PD-1013A-B -- PLATE door striker	2.00	EA	Buy	BOM
PSCODCR -- LIGHT Strip 6 LED Clr Step Lt	1.00	EA	Buy	STD
SPE-05 -- EXTRUSION DIE 4608 6'-6" ALUM.	1.13	EA	Buy	BOM
9400012 -- CRADLE Aerial Tower Low Profile	1.00		Make	L.0
AT-C-4263 -- BRACKET ASSY BOOM CRADLE	1.00	EA	Buy	BOM
AT-C-4266 -- GUIDE BLOCK SPECIAL	2.00	EA	Buy	STD
AT-C-4268 -- CUSHION CRADLE NEOPRENE 55-65	2.00	EA	Buy	BOM
AT-C-4356 -- CRADLE WEAR BLOCK	2.00	EA	Buy	BOM
AT-C-6348-B -- CRADLE assy low profile	1.00	EA	Buy	BOM
AT-C-7223-A -- UPRIGHT cradle assy	2.00	EA	Buy	BOM
LSZ520 -- 3 ARMS FOR MICRO SWITCH 1LS1SW	1.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
80110215 -- HYDRAULIC MODULE, SPH-100'	1.00		Make	D.0
104434 -- MODULE-PDM 8 CHANNEL OUTPUT	2.00	EA	Buy	BOM
104670 -- MODULE low watt output	1.00	EA	Buy	BOM
80220002 -- FENDER L Rear Smth w/Fuel Fill (No Air Bottles)	1.00		Make	C.3
8020022 -- FUEL Door	1.00		Make	A.20
3000031-01-0362 -- DIESEL FUEL ONLY SIZE B BLACK	1.00	EA	Buy	BOM
3000254-24 -- SIZE B VERBIAGE BEZEL BLACK	1.00	EA	Buy	BOM
C10442-4 -- GUARD fuel fill w/lid large	1.00	EA	Buy	BOM
FT-41700 -- 1/8" GASKET FOR FUEL DOOR W/PSA	1.00	EA	Buy	BOM
TAG-D -- BEZEL WARNING TAG SIZE D	1.00	EA	Buy	BOM
TAG36-A -- FIRE CAUTION	1.00	EA	Buy	BOM
8020026 -- FENDER L Rear Smth w/Fuel Fill (No Air Bottles)	1.00		Make	B.17
FIN-2 -- POLISH ALUM FENDER ESCUTCHEON	2.00	EA	Buy	BOM
SPE-16 -- ALUM FENDER ESCUTCHEON 7"	2.00	EA	Buy	BOM
SPE-16F -- FORM ALUM FENDER ESCUTCHEON	2.00	EA	Buy	BOM
9300118 -- REAR FENDER LINER - TANDEM	1.00		Make	B.0
007064-# -- SHEET ALUM 3/16 FLAT	7.00	LB	Buy	BOM
AT-C-1344 -- FENDER LINER L.FRONT/R.REAR AT	1.00	EA	Buy	BOM
AT-C-1345 -- FENDER LINER L.REAR/R.FRONT AT	1.00	EA	Buy	BOM
80220003 -- FENDER Rt Rear Smth (No Air Bottles)	1.00		Make	C.3
8020027 -- FENDER Rt Rear Smth (No Air Bottles)	1.00		Make	C.3
FIN-2 -- POLISH ALUM FENDER ESCUTCHEON	2.00	EA	Buy	BOM
SPE-16 -- ALUM FENDER ESCUTCHEON 7"	2.00	EA	Buy	BOM
SPE-16F -- FORM ALUM FENDER ESCUTCHEON	2.00	EA	Buy	BOM
TAG-D -- BEZEL WARNING TAG SIZE D	1.00	EA	Buy	BOM
TAG38-A -- FUMES CAUTION	1.00	EA	Buy	BOM
9300118 -- REAR FENDER LINER - TANDEM	1.00		Make	B.0
007064-# -- SHEET ALUM 3/16 FLAT	7.00	LB	Buy	BOM
AT-C-1344 -- FENDER LINER L.FRONT/R.REAR AT	1.00	EA	Buy	BOM
AT-C-1345 -- FENDER LINER L.REAR/R.FRONT AT	1.00	EA	Buy	BOM
80220200 -- DOORS, ROM Roll-up, Painted	7.00		Make	G.15
9300166 -- ROLL-UP DOOR FOR AERIAL - EACH	1.00		Make	H.16
105485 -- TAPE BARRIER BLK 1/32"x1"	18.00	FT	Buy	BOM
61334B/S -- DOOR FRONT ROLL UP	1.00	EA	Buy	STD
80231260 -- NLA/See Fender options	1.00		Make	A.20
9300210 -- SCBA COMPTS. (7) W/FUEL DOOR FOR AERIAL	1.00		Make	A.20
101252-10 -- ASSY air bottle tube w/door	7.00	EA	Buy	BOM
8852T777 -- STRAP poly 1" wide yellow	14.00	FT	Buy	BOM
80288888 -- SPECIAL ITEM	1.00		Make	B.0
8028888 -- BODY ACCESSORIES SPECIAL PARTS	1.00		Make	A.0
80300900 -- REAR Drop Assy AT-C-5590 (SPH100)	1.00		Make	W.25
8030090 -- REAR Drop Assy AT-C-5590 (SPH100)	1.00		Make	F.22



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	Qty	UOM	Type	Origin
—AT-C-1465-E -- PLATE rear drop support	2.00	EA	Buy	BOM
—AT-C-2433-B -- PLATE rear drop support	2.00	EA	Buy	BOM
—AT-C-3755-A -- WELDMENT REAR DROP 100' 5SEC	1.00	EA	Buy	STD
—AT-C-5495-A -- ANGLE rear compit support	4.00	EA	Buy	BOM
—AT-C-5499-A -- ASSY REAR CROSS MEMBER	1.00	EA	Buy	STD
—BC-112 -- GROUND STRAP	2.00	EA	Buy	BOM
9300201 -- MISCELLANEOUS FUEL BEAM ASSY.	1.00		Make	F.0
—AT-C-1433 -- CYLINDER PIN 1-1/4" X 10"	2.00	EA	Buy	BOM
—AT-C-1434 -- U-BOLT FOR REAR JACK	2.00	EA	Buy	BOM
—AT-C-1435-A -- SUPPORT REAR BEAM STAB CYL	2.00	EA	Buy	BOM
—CT300BL -- 2 3/4"X3" HOSE (RAD.HOSE CT)	2.00	EA	Buy	BOM
80312015 -- COMPARTMENT, A1, SPH-100'	1.00		Make	E.0
8030010 -- COMPARTMENT A1 (SPH100)	1.00		Make	A.0
—AT-C-5493/S -- COMPARTMENT ASSY A1	1.00	EA	Buy	STD
8030011 -- DOOR A1 (SPH100)	1.00		Make	C.0
—76130-026 -- 1/2"Wx1/8" RUBBER BLACK	7.00	FT	Buy	BOM
—91823 -- SWITCH Door Cab & Compartment	1.00	EA	Buy	BOM
—AT-C-7461-A -- BRKT door switch ladder tunnel	1.00	EA	Buy	BOM
—AY-9021 -- LGTBAR stand alone LED 21"	1.00	EA	Buy	BOM
—C2-32-15 -- LEVER LATCH ADJ W/RAISED TRIGR	2.00	EA	Buy	BOM
—P-C-2515-A -- GASKET-LEVER LATCH(C2-32-15-3)	2.00	EA	Buy	BOM
80512102 -- COMPARTMENTS LEFT SIDE HIGH SPH-100	1.00		Make	AJ.24
8050011 -- STAIR Well SPH-100 Platform Access	1.00		Make	G.0
—5697D -- SPRING LATCH SINGLE POINT	1.00	EA	Buy	BOM
—AT-C-5455-A -- WALLS steps rear body	1.00	EA	Buy	BOM
—AT-C-5456-A -- ACCESS STEP 100-5 REAR BODY	4.00	EA	Buy	BOM
—AT-C-5457 -- SIDE PLATE FOLDING STEP	2.00	EA	Buy	BOM
—AT-C-5458-B -- STEP access folding rear body	1.00	EA	Buy	BOM
—AT-C-5461-A -- FLOOR steps rear body	1.00	EA	Buy	BOM
—PSCQDCR -- LIGHT Strip 6 LED Cir Step LI	1.00	EA	Buy	STD
8056100 -- T'PLATE, LH COMPARTMENT TOP, SPH-100	1.00		Make	I.0
—AT-C-5470-E -- COMPARTMENT TOP LH rear body	1.00	EA	Buy	BOM
—AT-C-5547-C -- COMPARTMENT TOP R2/R3	1.00	EA	Buy	BOM
9300019 -- CROSSLAY ROLLER - HIGH SIDE & BALTIMORE	1.00		Make	L.11
—1016-GS-1/4 -- HOSE ROLLER CAP 1-1/8x1/4 HOLE	6.00	EA	Buy	BOM
—2713-PLUG -- PLUG 1" HOLE BLACK	4.00	EA	Buy	BOM
—AR.250X12FT -- ROD ALUM 1/4"x12"	0.33	EA	Buy	BOM
—P-539-A -- ROLLERS FOR PAST BRACKETS	4.00	EA	Buy	BOM
—SST-1.25x.0625 -- SST TUBE RND 1-1/4 OD 1/16WALL	4.00	FT	Buy	BOM
81012102 -- COMPARTMENTS RIGHT SIDE HIGH SPH-100	1.00		Make	U.19
8106101 -- T'PLATE, RH COMPARTMENT TOP, SPH-100	1.00		Make	G.0
—AT-C-5470-E -- COMPARTMENT TOP RH rear body	2.00	EA	Buy	BOM
9300019 -- CROSSLAY ROLLER - HIGH SIDE & BALTIMORE	1.00		Make	L.11
—1016-GS-1/4 -- HOSE ROLLER CAP 1-1/8x1/4 HOLE	6.00	EA	Buy	BOM
—2713-PLUG -- PLUG 1" HOLE BLACK	4.00	EA	Buy	BOM
—AR.250X12FT -- ROD ALUM 1/4"x12"	0.33	EA	Buy	BOM
—P-539-A -- ROLLERS FOR PAST BRACKETS	4.00	EA	Buy	BOM



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— SST-1.25x.0625 -- SST TUBE RND 1-1/4 OD 1/16WALL	4.00	FT	Buy	BOM
— 81120110 -- DRAWER Slide-out A1 (SPH-100)	1.00		Make	C.9
— 8112000 -- DRAWER Slide-out A1 (SPH-100)	1.00		Make	C.9
— 007064-# -- SHEET ALUM 3/16 FLAT	69.25	LB	Buy	BOM
— UHMWBLK-2-ANG -- UHMW blk angle 2"x2"x.25"	14.00	FT	Buy	BOM
— 81130201 -- COMPARTMENT SHELF, Adjustable (Aerial)	9.00		Make	B.14
— 8026019 -- ADDITIONAL SHELF IN COMPT. FOR AERIAL	1.00		Make	B.13
— 007064-# -- SHEET ALUM 3/16 FLAT	19.56	LB	Buy	BOM
— P-C-2694-A -- BRKT compartment shelf	4.00	EA	Buy	BOM
— P4006-1420EG -- NUT chnl 1/4-20 shrt spring	4.00	EA	Buy	BOM
— 81150000 -- 250# ADJ VERTICAL SLIDE-OUT TOOL BOARD -EACH	1.00		Make	E.4
— 8026008 -- VERTICAL PULL OUT -- GRANT	1.00		Make	E.9
— 007064-# -- SHEET ALUM 3/16 FLAT	18.35	LB	Buy	BOM
— AA3.0X3.0X.188 -- ANGLE alum 3"x3"x.188"	4.00	FT	Buy	BOM
— ACC C9301-24-1 -- DRAWER slide no lock 24"	1.00	EA	Buy	BOM
— ACC C9308-24RH -- DRAWER slide locked 24" RH	1.00	EA	Buy	BOM
— P-4000EA -- UNISTRUT alum 1-5/8"x13/16"	17.50	FT	Buy	BOM
— P-C-2694-A -- BRKT compartment shelf	4.00	EA	Buy	BOM
— P4006-1420EG -- NUT chnl 1/4-20 shrt spring	12.00	EA	Buy	BOM
— 81150300 -- 600# SLIDE-MASTER TRAY	3.00		Make	B.131
— 8026014 -- SLIDE MASTER TRAY	1.00		Make	B.287
— 007064-# -- SHEET ALUM 3/16 FLAT	22.75	LB	Buy	BOM
— SM2-MP-24-29 -- SLDMSTR 2 rail/single 24Dx29W	1.00	EA	Buy	BOM
— 81165705 -- UNISTRUT ON COMPARTMENT WALLS	1.00		Make	B.128
— 8116570 -- UNISTRUT on Compartment Walls	1.00		Make	A.128
— P-4000EA -- UNISTRUT alum 1-5/8"x13/16"	70.35	FT	Buy	BOM
— 81210204 -- AERIAL TOWER DOOR COMPARTMENT "3 OR 4" LIFT-UP	1.00		Make	I.10
— 8001214 -- AERIAL COMPT. 3&4 LIFT-UP DOOR HIGH SIDE	1.00		Make	I.10
— 102L-RS-RS-SS-BM -- NLA SEE 102L-SS-SL D-RING WIT	4.00	EA	Buy	BOM
— 223248 -- 6" GASKET FOR D-RING W/LOCK	4.00	EA	Buy	BOM
— 459-ZN-E1 -- ROTARY LATCH SPEC W/STAND OFF	4.00	EA	Buy	BOM
— 91823 -- SWITCH Door Cab & Compartment	4.00	EA	Buy	BOM
— AT-A-1018 -- PLATE door latch cover	4.00	EA	Buy	BOM
— AT-C-2032-A -- ASSY STRIKER PIN	4.00	EA	Buy	BOM
— DR-1705 -- DOOR RUBBER "D" shape w/psa	32.00	FT	Buy	BOM
— PFA223084 -- NUT Tennerman push .880X.304I	8.00	EA	Buy	BOM
— SPD-1005 -- BALL STUB gas cylinder mnt	16.00	EA	Buy	BOM
— SPD-2100-30 -- 30# GAS CYLINDER	2.00	EA	Buy	BOM
— SPD-2100-60 -- GAS CYLINDER (EAA-8350-60)	4.00	EA	Buy	BOM
— SPD-2100-90 -- 90# GAS CYLINDER (SHORT)	2.00	EA	Buy	BOM
— 81320205 -- HOSEBED W/REMOVABLE ALUM FLOORING, SPH-100'	1.00		Make	F.30
— 9300076 -- ALUM. HOSEBED- AERIAL	1.00		Make	E.72
— 3509-2x.062 -- TAPE Blk Inseal 2"x1/16" Barri	1.38	FT	Buy	BOM
— P-1000EA -- UNISTRUT alum 1-5/8"x1-5/8"	1.38	FT	Buy	BOM



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Tree View (User Defined)

	Qty	UOM	Type	Origin
└ P-2000/S -- SET HOSE BED FLOORS ALUM	1.00	EA	Buy	STD
└ AT-C-1750 -- ASSY, Hosebed Crossbrace	2.00		Make	A.0
└ AT-C-1751 -- NLA SEE AT-C-1751-A, 12GA SST H	2.00	EA	Buy	BOM
└ AT-C-1752 -- NLA SEE AT-C-1752-A TUBE hoseb	1.00	EA	Buy	BOM
81330200 -- COVER, MAIN HOSEBED, VINYL	1.00		Make	E.55
└ 7500006 -- VINYL MAIN HOSEBED COVER	1.00		Make	G.111
└ HBC/S -- HOSE BED COVER	1.00	EA	Buy	STD
81368500 -- SINGLE CROSSLAY COVER - VINYL	1.00		Make	C.29
└ 7500007 -- VINYL CROSSLAY COVER	1.00		Make	G.36
└ CLC/S -- COVER cross lay	1.00	EA	Buy	STD
81512002 -- HOSEBED 2.5" Crosslay (SPH100, SP110)	1.00		Make	B.0
└ 8150001 -- HOSEBED 2.5" Crosslay (SPH100, SP110)	1.00		Make	B.0
└ AT-C-5812-C -- ASSY crosslay rack 2-1/2"	1.00	EA	Buy	BOM
82010003 -- HANDRAILS Rear Stairwell (SPH100)	1.00		Make	G.0
└ 8200010 -- HANDRAIL Stairwell (SPH-100)	1.00		Make	D.0
└ 283040 -- GASKET handrail ends & ctr	8.00	EA	Buy	BOM
└ 4000-CTR-CH -- BRKT center stancion C/P	2.00	EA	Buy	BOM
└ 4000-END-TRI -- BRKT end rail triangle C/P	4.00	EA	Buy	BOM
└ AT-C-6330-B -- HANDRAIL rear staircase SPH	2.00	EA	Buy	BOM
└ GR002ALBRT 120 -- HANDRAIL knurled anodized alum	3.00	FT	Buy	BOM
└ HBP64Z01C -- HAND RAIL BASE PLATE	2.00	EA	Buy	BOM
└ TAG-D -- BEZEL WARNING TAG SIZE D	1.00	EA	Buy	BOM
└ TAG409-B -- TAG caution exiting bucket	1.00	EA	Buy	BOM
82010004 -- STEP, 6 x 5 Folding Cast Aluminum	2.00		Make	D.0
└ 7010000 -- STEP, 6 x 5 Folding Cast Aluminum	2.00		Make	C.0
└ FT44503(G) -- GASKET folding step	1.00	EA	Buy	BOM
└ SP4402 -- STEP folding logo bright	1.00	EA	Buy	BOM
82088888 -- SPECIAL ITEM	1.00		Make	B.0
└ 8208888 -- HANDRAILS/STEPS SPECIAL ITEMS	1.00		Make	A.0
82511000 -- RUB RAILS, SPH-100'	1.00		Make	G.0
└ 8250003 -- RUB Rails SPH-100	1.00		Make	F.0
└ AB-712 -- SPACER rubrail	24.00	EA	Buy	BOM
└ AB-713 -- GASKET rubrail spacer	24.00	EA	Buy	BOM
└ AT-C-6550-B -- RUBRAIL L1 compt	1.00	EA	Buy	BOM
└ AT-C-6551-B -- RUBRAIL fender lh/rh	2.00	EA	Buy	BOM
└ AT-C-6552-B -- RUBRAIL outrigger dr rh/lh	2.00	EA	Buy	BOM
└ AT-C-6553-B -- RUBRAIL L4 compt	1.00	EA	Buy	BOM
└ AT-C-6554-B -- RUBRAIL L5 compt	1.00	EA	Buy	BOM
└ AT-C-6555-B -- RUBRAIL R4/R5 compt	1.00	EA	Buy	BOM
└ AT-C-6556-C -- RUBRAIL wrap around rh	1.00	EA	Buy	BOM
└ AT-C-6557-B -- RUBRAIL R1 compt	1.00	EA	Buy	BOM
└ AT-C-6558-B -- RUBRAIL fnt outrigger rh/lh	2.00	EA	Buy	BOM
82610001 -- MUD FLAPS, REAR (AERIAL)	1.00		Make	A.0



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	Qty	UOM	Type	Origin
8260001 -- MUD FLAPS, REAR (AERIAL)	1.00		Make	A.0
007064-# -- SHEET ALUM 3/16 FLAT	3.19	LB	Buy	BOM
042420 -- MUD FLAP Koneta Rubber W/Logo	2.00	EA	Buy	BOM
83010101 -- TREADPLATE, SPH100	1.00		Make	H.27
8300002 -- RUNNING BOARDS (SPH100)	1.00		Make	C.16
AT-C-5534-D -- RUNNING BOARD pump module	1.00	EA	Buy	BOM
ATP-EMB-156 -- ALUM 1/p .156" emb	156.00	LB	Buy	BOM
83520205 -- AERIAL POLY BOOSTER TANK - 300 GALLON	1.00		Make	C.0
7500033 -- POLY BOOSTER TANK FOR AERIAL TOWER	1.00		Make	B.0
3PVCPLUG -- 3" PVC 40 THREADED PLUG	1.00	EA	Buy	BOM
PWT -- TANK POLY WATER PER PRINT	1.00	EA	Buy	STD
SSR-1/2 -- ROD round sst 1/2" dia	2.92	FT	Buy	BOM
84520000 -- BACK UP ALARM, ECCO SA917	1.00		Make	A.0
8025230 -- BACK-UP ALARM	1.00		Make	A.0
SA917 -- BACK UP ALARM	1.00	EA	Buy	BOM
84530200 -- INTERCOM, DAVID CLARK 7-STATION	1.00		Make	A.27
8453004 -- INTERCOM, DAVID CLARK 7-STATION	1.00		Make	A.27
09271P-13HA000 -- CABLE 6 COND. F/RADIO CORD	100.00	FT	Buy	STD
09815P -- CABLE	90.00	FT	Buy	STD
18352G-05 -- MS CONNECTOR 6 PIN RADIO CORDS	2.00	EA	Buy	STD
18352G-07 -- CONNECTOR KIT	3.00	EA	Buy	STD
18352G-17 -- MS CONNECTOR 6 SOCKET RAD CORD	3.00	EA	Buy	STD
C3023 -- HEADSET BELT STATION	2.00	EA	Buy	STD
C3402 -- CORD JUMPER 2 FT	1.00	EA	Buy	STD
C3408 -- CORD JUMPER 8 FT	3.00	EA	Buy	STD
C38-50 -- CORD JUMPER 50 FT	1.00	EA	Buy	STD
C3820 -- CORD POWER	1.00	EA	Buy	STD
C3821 -- CORD RADIO	3.00	EA	Buy	STD
H3442 -- HEADSET BEH HEAD W/5 COIL	6.00	EA	Buy	STD
RSL-PROD -- REPAIR/SERVICE/LABOR	3.00	EA	Buy	STD
U3800 -- MASTER STATION 12 VOLT	1.00	EA	Buy	STD
U3802 -- REMOTE HEADSET STATION DUAL	1.00	EA	Buy	STD
U3805 -- RADIO CORD JUNCTION MODULE	1.00	EA	Buy	STD
U3815 -- RADIO INTERFACE MOD /HEADSET	2.00	EA	Buy	STD
U3815A -- RADIO INTERFACE MOD.HEADSET ST	2.00	EA	Buy	STD
84530900 -- COMPT Light AmDor Luma-Bar LED	1.00		Make	E.222
8453010 -- COMPT Light AmDor Luma-Bar LED	1.00		Make	B.62
AY-9200-0345 -- LGTBAR stand alone LED 34"	6.00	EA	Buy	BOM
AY-9200-25 -- LGTBAR stand alone LED 25"	4.00	EA	Buy	BOM
84530930 -- COMPT Light AmDor Luma-Bar (Additional)	1.00		Make	C.38
8453011 -- COMPT Light AmDor Luma-Bar LED	1.00		Make	B.37
AY-9200-0345 -- LGTBAR stand alone LED 34"	4.00	EA	Buy	BOM
AY-9200-25 -- LGTBAR stand alone LED 25"	4.00	EA	Buy	BOM
84550100 -- LICENSE PLATE BRACKET AND MOUNTING	1.00		Make	A.0



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	Qty	UOM	Type	Origin
9900221 -- BRACKET, LICENSE PLATE MTG.	1.00		Make	A.0
9186-23882-30 -- LIGHT license plate	1.00	EA	Buy	BOM
OJ10-0393-00 -- LICENSE PLATE BRACKET (BLACK)	1.00	EA	Buy	BOM
84560215 -- CAMERA R View Sfty Vsn Color w/6.5" Flat LCD	1.00		Make	F.1
8456000 -- CAMERA R View Sfty Vsn Color w/6.5" Flat LCD	1.00		Make	C.0
SV-CLCD-64 -- SYSTEM rear vision color	1.00	EA	Buy	STD
84588888 -- SPECIAL ITEM	1.00		Make	B.63
8458888 -- ELECTRICAL SPECIAL ITEMS	1.00		Make	A.68
620122 -- LGT VisaBeam 1L 100w/12v spot	2.00	EA	Buy	STD
84631410 -- KUSSMAUL Auto Charge 1200 w/20A Super Auto Eject	1.00		Make	F.34
8025538 -- KUSSMAUL AUTO CHARGE 1200 SUPER KIT	1.00		Make	F.34
014NPB -- LOOM 1/4" High Temp Gry Stripe	6.00	FT	Buy	BOM
091-91-013 -- MOUNT bar graph indicator	1.00	EA	Buy	BOM
091-NP-03 -- BATTERY CHARGER NAMEPLATE	1.00	EA	Buy	STD
0915312RSKIT -- KIT AutoCharge super 1200 rmt	1.00	EA	Buy	STD
5133542 -- BOX 2 hole PVC 3/4"	1.00	EA	Buy	STD
E980C5133362 -- 1 GANG PVC BLANK COVER	1.00	EA	Buy	BOM
EFC-050 -- CONDUIT 1/2" non collapsible	3.00	FT	Buy	BOM
L-4-50-0-C -- CABLE TIE BLACK 4"	2.00	EA	Buy	BOM
LT20D5441001 -- CONNECTOR 90 PVC 1/2"	2.00	EA	Buy	BOM
NC-8 -- CLOSED END 8AWG	3.00	EA	Buy	BOM
P-C-3556-C -- SEE P-C-3556-D BRKT Kussma	1.00	EA	Buy	BOM
PPR-1025 -- SPEAKER GRILLS	1.00	EA	Buy	BOM
SB-16-14 -- 16-14 HEAT SHRINK BUTT SPLICE	2.00	EA	Buy	BOM
SC-1001-125 -- GASKET 1/8-2x4 PVC BOX	1.00	EA	Buy	BOM
SCEPTER 1825 -- 3/4x1/2 THRD REDUCER BUSHING	2.00	EA	Buy	BOM
THHN.10STR -- WIRE 10GA THHN	4.00	FT	Buy	BOM
85010300 -- TAIL LIGHTS Whelen Quad 600 LED	1.00		Make	G.42
8025134 -- WHELEN LED QUAD TAIL LIGHTS	1.00		Make	H.3
60A00TAR -- LED TURN ARROW W/O FLG AMBER	2.00	EA	Buy	STD
60J000CU -- LIGHT backup halogen no flng	2.00	EA	Buy	BOM
60R00XRR -- LIGHT brake/tail red no flng	2.00	EA	Buy	BOM
60R02FRR -- LIGHT Super LED W/Flasher	2.00	EA	Buy	STD
PLAST4V -- PLASTIC QUAD CLUSTER HOUSING	2.00	EA	Buy	BOM
85120100 -- ICC LIGHTS, LED (Aerial)	1.00		Make	B.1
8025129 -- ICC LED LIGHTS FOR AERIAL (SET)	1.00		Make	D.1
21051R -- LIGHT LED MARKER RED	4.00	EA	Buy	BOM
21051Y -- LIGHT Led Marker Amber	2.00	EA	Buy	BOM
21096Y -- LED mid body turn/clearance	2.00	EA	Buy	BOM
94862 -- PIGTAIL model 35 led light	4.00	EA	Buy	STD
85130000 -- LIGHTS Britax Flexible Arm Markers Pair (LED)	1.00		Make	B.0
8510002 -- LIGHTS Britax Flexible Arm Markers Pair (LED)	1.00		Make	B.0
VS-L31RY-L -- LGT outline mrkr led left	1.00	EA	Buy	BOM
VS-L31RY-R -- LGT outline mrkr led right	1.00	EA	Buy	BOM
85510050 -- STEP LIGHTS, LED (Aerial)	2.00		Make	F.41



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	Qty	UOM	Type	Origin
8550000 -- LIGHT Step (LED)	1.00		Make	D.67
20C0CDCD -- LIGHT under body 6 LED	1.00	EA	Buy	STD
40700 -- GROMMET FOR 40242R	1.00	EA	Buy	STD
85710021 -- GROUND Lights (8) Under Body (LED) SPH-100	1.00		Make	C.0
8570004 -- GROUND Lights (8) Under Body (LED) SPH-100	1.00		Make	B.0
20C0CDCD -- LIGHT under body 6 LED	8.00	EA	Buy	STD
40700 -- GROMMET FOR 40242R	8.00	EA	Buy	STD
P-C-1646-A -- BRACKET underbody light 4" dia	6.00	EA	Buy	BOM
P-C-1729 -- BRKT light underbody 4" ID	2.00	EA	Buy	BOM
86010001 -- 6" UNITY HOSEBED FLOODLIGHTS (PAIR)-AERIAL	1.00		Make	A.21
9300015 -- 6" UNITY HOSEBED FLOODLIGHTS-AERIALS	1.00		Make	A.21
AG-C-H7609 -- DECK LIGHT HALOGEN FLOOD CLAMP	2.00	EA	Buy	BOM
G-1/16THK EPDM -- GASKET FOR UNITY CLAMP BRCKET	2.00	EA	Buy	BOM
87110022 -- LIGHTBAR Whelen FN72Q LED	1.00		Make	C.0
8710001 -- LIGHTBAR, Whelen FN72QLED	1.00		Make	A.0
FN72QLED/S -- FREEDOM LIGHTBAR LED 72"	1.00	EA	Buy	STD
87110237 -- WARNING Light Whelen 600 Super LED	1.00		Make	A.13
8711023 -- WARNING Light Whelen 600 Super LED	8.00		Make	A.0
60R02FRR -- LIGHT Super LED W/Flasher	1.00	EA	Buy	STD
6EFLANGE -- FLANGE KIT SERIES "E"	1.00	EA	Buy	STD
87120001 -- BEACON Whelen L31 LED Red	2.00		Make	B.33
8712001 -- BEACON Whelen L31 LED Red	1.00		Make	C.24
L31HFRN -- LGT 360 spr led red	1.00	EA	Buy	STD
88017190 -- SIREN Federal Q2B (Grille Mount)	1.00		Make	C.0
8025576 -- FEDERAL Q2B- RECESSED	1.00		Make	C.0
Q2B-NN -- SIREN flush mount C/P	1.00	EA	Buy	BOM
88017311 -- SIREN, WHELEN 295 HFS A1	1.00		Make	D.0
8800001 -- SIREN, WHELEN 295 HFS1	1.00		Make	F.0
295SLSA1 -- SIREN electronic	1.00	EA	Buy	STD
88110010 -- SPEAKER Cast Products SH4020 (1) in Bumper	1.00		Make	B.0
88230220 -- GENERATOR Sm Pwr 10.0 Kw Hydraulic (Pumper)	1.00		Make	S.11
8025612 -- SMART POWER 10KW HYDRAULIC GENERATOR	1.00		Make	O.4
1700110 -- 10KW HYDRAULIC GENERATOR	1.00	EA	Buy	STD
332-002-150 -- RELAY Bosch 12V 75 Amp	1.00	EA	Buy	BOM
AT-C-3618-A -- BRKT assy generator meter	1.00	EA	Buy	BOM
CB1-SM-80 -- BREAKER Circuit 80 Amp	1.00	EA	Buy	STD
P-C-3140-A -- SPACER hyd gen brkt bolt	2.00	EA	Buy	BOM
TAG433/S -- POWER SOURCE SPECS DATA	1.00	EA	Buy	STD
TAG454-B -- TAG do not exceed gen rating	1.00	EA	Buy	BOM
8827000 -- GENERATOR Hyd Hoses & Fittings	1.00		Make	E.74



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	Qty	UOM	Type	Origin
— 10643-10-10 -- 5/8x5/8 STRAIGHT FE JIC SWIVEL	1.00	EA	Buy	STD
— 13743-10-10 -- 5/8x5/8 45 DEG FE JIC SWIVEL	1.00	EA	Buy	STD
— 13743-16-16 -- 1x1 45 DEG FE JIC SWIVEL	1.00	EA	Buy	STD
— 13943-10-10 -- 5/8x5/8 SHORT 90 DEG. FITTING	1.00	EA	Buy	STD
— 13943-16-16 -- 1x1 SHORT 90 DEG. FITTING	1.00	EA	Buy	STD
— 14143-10-10 -- FTG jic 90deg 5/8" lng drop	1.00	EA	Buy	STD
— 351TC-10 -- 5/8" TOUGH COAT 4000PSI HOSE	18.00	FT	Buy	BOM
— 881-16 -- 1" SUCTION HOSE	9.00	FT	Buy	STD
— 8829999 -- TEST Generator	1.00		Make	A.0
— GEN/TEST/S -- THIRD PARTY GENERATOR TEST	1.00	EA	Buy	STD
— 88250102 -- OUTLET Receptacle L5-20 120v/20a w/Cover	4.00		Make	C.40
— 8820010 -- RECEPTACLE 120v L5-20	1.00		Make	C.39
— 2310A -- L5-20-R 20 AMP RECEPTACLE	1.00	EA	Buy	BOM
— 3000030-01-0093 -- TAG 125V 20A 1PH sz C	1.00	EA	Buy	BOM
— 3000255-24 -- SIZE C VERBIAGE BEZEL BLACK	1.00	EA	Buy	BOM
— 5133320 -- PVC 20A SINGLE COVER	1.00	EA	Buy	BOM
— 5133542 -- BOX 2 hole PVC 3/4"	1.00	EA	Buy	STD
— SC-1001-125 -- GASKET 1/8-2x4 PVC BOX	1.00	EA	Buy	BOM
— 88250310 -- 12VDC SWITCH & RELAY FOR 120/240VAC QUARTZ	1.00		Make	B.0
— 8825030 -- SWITCH/RELAY, 12 vdc for 120/240 vdc Light	1.00		Make	A.0
— 10PA4 -- SEAL boot for switch	1.00	EA	Buy	BOM
— 1TL1-1 -- SWTCH toggle 1p on-off-on	1.00	EA	Buy	BOM
— 93F2952 -- RELAY T92P11D22-12	1.00	EA	Buy	BOM
— MC1.5KE18C-RH -- TVS DIODE trans volt supressor	1.00	EA	Buy	BOM
— 88250425 -- CIRCUIT BREAKER PANEL FOR (16) BREAKERS	1.00		Make	D.28
— 8825042 -- BREAKER Panel (16) Breakers	1.00		Make	B.27
— AT-C-2721-D -- BRKT 16-24 breaker panel mn	1.00	EA	Buy	BOM
— BR115SP -- BREAKER 15A 1 pole	1.00	EA	Buy	BOM
— BR1624L125 -- 16 SPACE LOAD CENTER W/COVER	1.00	EA	Buy	BOM
— BR220 -- BREAKER 20A 120/240V 2p 1sw	2.00	EA	Buy	BOM
— BR250 -- BREAKER 50A 240V 2p 50l thr	1.00	EA	Buy	STD
— EFC-050 -- CONDUIT 1/2" non collapsible	10.00	FT	Buy	BOM
— GBK14 -- GROUND BAR 14 space	1.00	EA	Buy	BOM
— Q120 -- BREAKER 20A 1 pole	4.00	EA	Buy	BOM
— 88390203 -- BROW Light FR Focus 750w 240v Qtz	1.00		Make	A.0
— 8600000 -- BROW Light FR Focus 750w 240v Qtz	1.00		Make	A.0
— FCA811-S752-01 -- FOCUS 750W 240V BROW LIGHT	1.00	EA	Buy	STD
— 88390242 -- LIGHT, FR FOCUS TRIPOD 120V 750W	2.00		Make	B.10
— 8830018 -- LIGHT FR Focus 656 Tripod 750w/120v	1.00		Make	A.6
— 2311 -- HUBBELL PLUG	1.00	EA	Buy	BOM
— FCA642-S75-ON -- TRIPOD FOCUS LIGHT 750W/120V	1.00	EA	Buy	STD
— 88390256 -- LIGHT, QTZ, FR FOCUS TELE W/SWITCH, 240V 750W	1.00		Make	A.0
— 8830007 -- LIGHT, FR FOCUS QTZ 750W/240V 28.75"	1.00		Make	A.0
— FC546S752CL28750 -- FOCUS 750W 240V 28.75" CUSTOM	1.00	EA	Buy	STD
— 88390258 -- LIGHT, QTZ, FR FOCUS TELE, 240V 750W,	1.00		Make	B.0



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8830009 -- LIGHT, FR FOCUS TELE QTZ 750W/240V 42.75"	1.00		Make	A.0
FC546S752CL42750 -- FOCUS 750W/240V/42.75" CUSTOM	1.00	EA	Buy	STD
88390265 -- LIGHT, QTZ, FR FOCUS TELE W/SWITCH, 240V 750W	2.00		Make	A.0
8830008 -- LGT, FR FOCUS TELE 750W/240V	1.00		Make	A.0
FCA547-S72-ON -- TOP RAISE 750W/240V SPEC POLE	1.00	EA	Buy	STD
88390321 -- LIGHT, FR OPTIMUM 750w/240v ON FACE OF PLATFORM	1.00		Make	A.0
8650010 -- LIGHT, FR Optimum 750w/240v on Face of Platform	1.00		Make	A.0
OPA200-S72 -- LGT Optimum wall mnt 750w/240v	1.00	EA	Buy	STD
88431000 -- REEL Hannay ECR16141718 w/200' 12/3	2.00		Make	E.10
9075511 -- REEL Hannay ECR16141718 w/200' 12/3	1.00		Make	E.10
12-3Y -- CABLE 12-3 SOW Vutron.yel	200.00	FT	Buy	BOM
83280 -- CAP NUT	1.00	EA	Buy	BOM
9231 -- SWITCH push button air horn	1.00	EA	Buy	BOM
9917.0311 -- RCB-25 UNIT INSTALLED W/JUNCT.	1.00	EA	Buy	STD
99220011 -- BALL STOP (SPECIFY BORE SIZE)	1.00	EA	Buy	STD
APPRB75-50 -- REDUCER elec 3/4x1/2	1.00	EA	Buy	BOM
ECR16141718 -- CABLE REEL ELEC REWIND	1.00	EA	Buy	STD
SD-8 -- 8GA HEAT SHRINK BUTT SPLICE	2.00	EA	Buy	BOM
88432000 -- FOUR-WAY RECEPTACLE BOX	2.00		Make	B.161
9075517 -- GFE-JUNCTION BOX W/(4)L5-15 PLUGS	1.00		Make	C.67
009365-# -- SHEET ALUM 125 FLAT (1/8)	3.00	LB	Buy	BOM
EJB-CUSTOM/S -- JUNCTION BOX W/(4) receptacles	1.00	EA	Buy	STD
89010403 -- LADDER Alco-Lite 16' Roof	2.00		Make	A.0
9900402 -- ALUM.LAD.CO.-ALP-100-16	1.00		Make	A.0
ALP-100-16' -- 16'PUMPER ROOF LADDER	1.00	EA	Buy	STD
89010410 -- LADDER Alco-Lite 24' 2-Section	1.00		Make	C.0
9900424 -- ALCO-LITE LADDER PEL-24 (ALP-200-24')	1.00		Make	C.10
PEL-24A -- LADDER 24ft 2pc ext pumper	1.00	EA	Buy	STD
89010413 -- LADDER Alco-Lite 35' 2-Section	1.00		Make	A.0
9900427 -- ALCO-LITE LADDER PEL-35 (ALP-200-35')	1.00		Make	A.0
ALP-200-35' -- 35' 2-SECTION LADDER PUMPER	1.00	EA	Buy	STD
89010477 -- LADDER Alco-Lite 14' Combo	1.00		Make	A.0
9900406 -- ALUM.LAD.CO.-ALP-070-14	1.00		Make	A.0
ALP-070-14' -- 14'COMBINATION LADDER	1.00	EA	Buy	STD
89010480 -- LADDER ALCO-LITE PEL3 40' 3-SECTION ALUMINUM	1.00		Make	B.3
8901048 -- LADDER, Alco-Lite 40' 3-sect w/staypoles	1.00		Make	A.3
007064-# -- SHEET ALUM 3/16 FLAT	13.44	LB	Buy	BOM
032151-# -- T/PLATE ALUM 1/8"	6.32	LB	Buy	BOM
CPFL000003 -- FOOTMAN'S LOOP 2" SZP	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
— PEL3-40 -- LADDER 40ft 3pc no poles	1.00	EA	Buy	STD
— UHMWBLK-3-PSA -- UHMW blk psa uv 3" x 1/16"	7.00	FT	Buy	BOM
— UHMWBLK-4.5-PSA -- UHMW blk psa uv 4.5" x 1/16"	9.00	FT	Buy	BOM
— UMVS-2544-11 -- ADJ UTILITY STRAP 25-44"	1.00	EA	Buy	BOM
— 89030700 -- LADDER Alco-Lite Folding 10'	1.00		Make	C.30
— 9900281 -- 10' FOLDING LADDER ALP-080-10'	1.00		Make	C.42
— FL-10A -- LADDER 10ft folding	1.00	EA	Buy	STD
— HANDLELOK -- HANDLELOK	1.00	EA	Buy	BOM
— 89035000 -- PIKE Pole Storage (6) Recessed Tubes (SPH100)	1.00		Make	H.70
— 8026011 -- (3) RECESSED PIKE POLE TUBES	2.00		Make	G.57
— 032151-# -- T/PLATE ALUM 1/8"	6.00	LB	Buy	BOM
— 259 -- ORANGE PLUG FOR PIKE POLE TUBE	3.00	EA	Buy	BOM
— AT-C-5467-C -- CHANNEL pike pole tube box	1.00	EA	Buy	BOM
— AT-C-5468-C -- ANGLE pike pole tube box	1.00	EA	Buy	BOM
— P40S40 -- PVC TUBE 2"	30.00	FT	Buy	BOM
— STCPT-3 -- CLIP tulip sst	3.00	EA	Buy	BOM
— 8300000 -- FACING, PIKE POLE STORAGE, AT-C-5567 (SPH100)	1.00		Make	A.3
— 42 -- BRACKET VERTICAL 1.5' & 2.5'	1.00	EA	Buy	STD
— AT-C-5567-A -- TRIM rear body	1.00	EA	Buy	BOM
— 89088888 -- SPECIAL ITEM	1.00		Make	B.0
— 8908888 -- LADDER/POLE SPECIAL ITEMS	1.00		Make	A.0
— 90010008 -- PAINT Turntable (Silver)	1.00		Make	C.15
— 9001008 -- PAINT Turntable (Silver)	1.00		Make	A.14
— 193S -- IMRON 5000 ACTIVATOR (QT)	1.00	QT	Buy	BOM
— 389-S -- IMRON 5000 ACCELERATOR	0.25	QT	Buy	BOM
— 8585S -- IMRON REDUCER (GAL)	0.75	GAL	Buy	BOM
— 8989 -- ACCELERATOR - IMRON SELECT	0.10	QT	Buy	BOM
— N0318HN -- IMRON 5000 NEW BLUE SILVER	2.00	GAL	Buy	BOM
— 90010025 -- PAINT Stainless Body (Corp Aerial)	1.00		Make	I.137
— 8024511 -- STAINLESS PAINT FOR AERIAL, IMRON 6000	1.00		Make	G.137
— 12307S -- ACTIVATOR FOR TC35000 (5GAL)	0.20	5G	Buy	BOM
— 12395S -- REDUCER FOR TC35000	0.12	GAL	Buy	BOM
— 192-S -- PAINT IMRON ACTIVATOR	4.00	QT	Buy	STD
— 193S -- IMRON 5000 ACTIVATOR (QT)	5.00	QT	Buy	BOM
— 359S -- ADDITIVE IMRON 6000 SELECT	0.25	PT	Buy	BOM
— 373P26339 -- PRIMER gray urethane sandable	0.75	GAL	Buy	BOM
— 3812 -- REDUCER FAST ENAMEL RED (5 GAL)	0.40	5G	Buy	BOM
— 389-S -- IMRON 5000 ACCELERATOR	0.50	QT	Buy	BOM
— 51078XM ALT. 1 -- PAINT red imron 500	7.00	GAL	Buy	STD
— 8989 -- ACCELERATOR - IMRON SELECT	0.50	QT	Buy	BOM
— TC35000 -- CLEAR COAT ELITE	2.00	GAL	Buy	BOM
— 90030020 -- PAINT Fenders (Aerial)	1.00		Make	A.0
— 8024503 -- PAINTED FENDERS FOR AERIAL TOWER	1.00		Make	A.0
— 90083500 -- DELETE Undercoating	1.00		Make	0.1



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	Qty	UOM	Type	Origin
90510100 -- DELETE STANDARD LETTERING	1.00		Make	A.2
9050000 -- GRAPHICS	1.00		Make	A.0
GRAPHICS PKG -- LETTERING & STRIPING PER SPEC	1.00	EA	Buy	STD
90610210 -- STRIPE 6" Reflective	1.00		Make	B.0
90630400 -- MITERED "Z" STRIPE	1.00		Make	B.0
90641110 -- DELETE SMARTGOLD 1/2" COMPARTMENT STRIPING	1.00		Make	A.0
90660020 -- CHEVRONS, DIAM GR, OUTBOARD PANELS	1.00		Make	B.0
9066002 -- CHEVRONS, Diamond Gr Rear Outboard Panels	1.00		Make	A.0
CHEVRON-L/S -- PANEL chevron lh	1.00	EA	Buy	STD
CHEVRON-R/S -- PANEL chevron rh	1.00	EA	Buy	STD
90710000 -- BOOM SIGN FOR CORP. PLATFORMS	1.00		Make	A.68
9300161 -- BOOM SIGN, STANDARD SIZE (12 X 74)	1.00		Make	A.65
ASMF.090X60X144 -- SHEET ALUM .090	16.90	LB	Buy	BOM
90720110 -- 8" LETTERING FOR BOOM SIGN	1.00		Make	A.0
91020200 -- MISC TOWER EQUIPMENT	1.00		Make	AA.12
8025123 -- MISCELLANEOUS AERIAL TOWER ITEMS	1.00		Make	V.12
#4 -- ELEC.INSULATING COMPOUND,#4DOW	0.10	EA	Buy	BOM
0050133 -- 3M ULTRA PRO 8405 SEAM SEALER	7.00	EA	Buy	BOM
014NPB -- LOOM 1/4" High Temp Gry Stripe	500.00	FT	Buy	BOM
034NPB -- LOOM 3/4" Hi Temp Gry Stripe	75.00	FT	Buy	BOM
038NPB -- LOOM 3/8" Hi Temp Gry Stripe	250.00	FT	Buy	BOM
0460-215-16141 -- 14-16GA PINS, DEUTSCH	100.00	EA	Buy	BOM
0462-201-16141 -- SOCKET FEMALE 16-18GA DEUTSCH	70.00	EA	Buy	BOM
0462-203-04141 -- #4 SOCKET	2.00	EA	Buy	BOM
0462-203-12141 -- #12 SOCKETS	17.00	EA	Buy	BOM
0462-209-16141 -- 14-16GA SOCKETS,DEUTSCH	70.00	EA	Buy	BOM
078NPB -- LOOM 7/8" Hi Temp Gry Stripe	70.00	FT	Buy	BOM
081-0015-02 -- 10-24x3/8"STAINLESS STEEL STUD	40.00	EA	Buy	BOM
100NPB -- LOOM 1"	25.00	FT	Buy	BOM
112NPB -- LOOM 1-1/2"	14.00	FT	Buy	BOM
114017 -- SEALING PLUGS	30.00	EA	Buy	BOM
114NPB -- LOOM 1-1/4"	5.00	FT	Buy	BOM
20-083 -- ELBOW 90 brs sw 3/8tubex1/4M	6.00	EA	Buy	BOM
2030 -- GROMMETT .375 W/1/4"HOLE BLK	20.00	EA	Buy	BOM
2053 -- GROMMETT 1/2"W-3/8"HOLE BLK	32.00	EA	Buy	BOM
2096 -- GROMMETT 3/4"W-3/8"HOLE BLK	1.00	EA	Buy	BOM
2201 -- SB1250-16 1.25" BLK SNAP BUSH	5.00	EA	Buy	BOM
2210 -- GROMMET 1-3/8" W/1"HOLE BLACK	2.00	EA	Buy	BOM
268PP-4B -- ADPT brs 1/4 MNPTx1/4 push on	3.00	EA	Buy	BOM
2740 -- 1-1/4" PLASTIC PLUG DP1250	4.00	EA	Buy	BOM
2GA-NEO-BLK -- CABLE welding 2GA black	60.00	FT	Buy	BOM
30056-10 -- 10 AMP BREAKER W/O MOUNT	2.00	EA	Buy	BOM
30056-20 -- BREAKER 20A w/o mount	2.00	EA	Buy	BOM
30056-30 -- BREAKER 30A w/o mount	2.00	EA	Buy	BOM
30056-40 -- 40 AMP BREAKER W/O MOUNT	2.00	EA	Buy	BOM
30056-50 -- 50 AMP BREAKER W/O MOUNT	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
3509-2x.062 -- TAPE Blk Inseal 2"x1/16" Barri	162.00	FT	Buy	BOM
351TC-10 -- 5/8" TOUGH COAT 4000PSI HOSE	50.00	FT	Buy	BOM
38-005 -- 3/4" BRASS SLEEVE	1.00	EA	Buy	BOM
441360 -- TAPE filcv 2"x6"red/6"whl	20.00	FT	Buy	BOM
5A453 -- DEVCON PLASTIC STEEL PUTTY 1#	1.00	CAN	Buy	BOM
89F1900 -- GROMMET EDGING.085-.09	2.00	EA	Buy	BOM
89F1901 -- GROMMET EDGING	1.00	FT	Buy	BOM
93B1854 -- AMP 1-480387-0 CONNECTOR	5.00	EA	Buy	STD
9654-08SS -- STAIN STEEL NUT SERT 1/4"-20	150.00	EA	Buy	BOM
A-4240S -- PRIMER spray can	1.00	EA	Buy	BOM
AA-815-06 -- FLANGED SPADE TERMINAL 22-18	2.00	EA	Buy	BOM
AA1.5X1.5X.188 -- ANGLE alumi 1.5"x1.5"x.188"	14.00	FT	Buy	BOM
AAF -- AERIAL ACCEPTANCE FORM	1.00	EA	Buy	BOM
ABM2S-A -- HOLDER TIE-RAP	5.00	EA	Buy	BOM
ASN-345 -- 22-18 NYLON BUTT SPLICE	20.00	EA	Buy	BOM
BB-5262 -- CONN MALE INS 16-14	15.00	EA	Buy	BOM
BB-5263 -- CONN FM INS 16-14	15.00	EA	Buy	BOM
BB-825-14 -- RING 16-14 .250	14.00	EA	Buy	BOM
BB-825-56 -- 16-14 RING 5/16	13.00	EA	Buy	BOM
BB-837-06 -- RING TERMINAL #6 16-14	6.00	EA	Buy	BOM
BCL-238-PL -- LUG cable 4AWG 3/8"	2.00	EA	Buy	BOM
C-2265 -- CONN MALE INS 12-10	20.00	EA	Buy	BOM
D-406-0001 -- 22-18 BUTT CONNECTOR	29.00	EA	Buy	BOM
D-654X -- #8 RED BUTT SPLICE	2.00	EA	Buy	BOM
D651-12 -- 8GA 1/2 RING TERMINAL	20.00	EA	Buy	BOM
EFC-050 -- CONDUIT 1/2" non collapsible	250.00	FT	Buy	BOM
G-372 -- 2GA BUTT SPLICE 3/8" HOLE CRIMP	1.00	EA	Buy	BOM
GXL10GA -- 10 GA WIRE	50.00	FT	Buy	BOM
GXL12GA -- 12 GA WIRE	50.00	FT	Buy	BOM
GXL14GA -- WIRE 14GA	100.00	FT	Buy	BOM
GXL16GA -- WIRE 16GA	50.00	FT	Buy	BOM
GXL18GA -- 18 GA WIRE	50.00	FT	Buy	BOM
HDP24-18-6PNC030 -- HDP RECEPTAL	4.00	EA	Buy	BOM
HX1048-EPDM -- RUBBER-70 DUROMETER BLACK	12.00	FT	Buy	BOM
IWGXL-16 -- WIRE 16G imprinted	100.00	FT	Buy	BOM
IWGXL-18 -- WIRE 18G imprinted	150.00	FT	Buy	BOM
L-4-50-0-C -- CABLE TIE BLACK 4"	32.00	EA	Buy	BOM
N-12B-BLK -- CLAMP 3/4" blk plstc	33.00	EA	Buy	BOM
N-16B-BLK -- CLAMP 1" blk plstc	14.00	EA	Buy	BOM
NC-1610 -- CLOSED END 16-10	11.00	EA	Buy	BOM
NC-8 -- CLOSED END 8AWG	17.00	EA	Buy	BOM
PLT4H-L141/2 -- PAN LOCKING TIE RAP 14-1/2"	54.00	EA	Buy	BOM
PMPA -- PREVENTIVE MAINT. PROG AERIAL	1.00	EA	Buy	BOM
R51-1D40-12F -- RELAY 50A 12VDC-SPST 4 PRONG	2.00	EA	Buy	STD
SA-221-06 -- #22 RING TERM. STUD SIZE 6	20.00	EA	Buy	BOM
SB-16-14 -- 16-14 HEAT SHRINK BUTT SPLICE	130.00	EA	Buy	BOM
SB-218-38 -- SHRINK RING 16-14 .375	31.00	EA	Buy	BOM
SB-225-14 -- 16-14 HT SHRINK W/1/4" RING	20.00	EA	Buy	BOM
SB-225-56 -- 16-14 HT SHRINK W/5/16" RING	20.00	EA	Buy	BOM
SB-227-10 -- SHRINK FORK 16-14 #10	20.00	EA	Buy	BOM
SB-237-08 -- 16-14 HT SHRINK W/#8	20.00	EA	Buy	BOM
SBB-9262 -- HEAT SHRINK QD-MALE 16-14	20.00	EA	Buy	BOM
SC-12-10 -- 12-10 HEAT SHRINK BUTT SPLICE	12.00	EA	Buy	BOM
SC-201-12 -- 12-10 SHRINK RING 1/2	20.00	EA	Buy	BOM
SC-228-10 -- HT SHRINK W/#10 RING 12-10	20.00	EA	Buy	BOM
SC-230-14 -- HT SHRINK W/1/4" RING 12-10	20.00	EA	Buy	BOM
SC-230-56 -- 12-10 HT SHRINK 5/16 RING TERM	20.00	EA	Buy	BOM
SC-240-38 -- 12-10 HT SHRINK 3/8 RING TERM	20.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
SC-241-06 -- SHRINK FORK #612-10	5.00	EA	Buy	BOM
SCEPTER 1825 -- 3/4x1/2 THRD REDUCER BUSHING	10.00	EA	Buy	BOM
SCEPTER 1826 -- 1x1/2 THRD REDUCER BUSHING	3.00	EA	Buy	BOM
SCEPTER 1827 -- 1x3/4 THRD REDUCER BUSHING	1.00	EA	Buy	BOM
SD-8 -- 8GA HEAT SHRINK BUTT SPLICE	2.00	EA	Buy	BOM
SD-814 -- RING EYELET 1/4" 8GA HEAT SHRI	1.00	EA	Buy	BOM
THHN.10STR -- WIRE 10GA THHN	100.00	FT	Buy	BOM
THHN.12STR -- WIRE 12GA THHN	250.00	FT	Buy	BOM
YELLOW-FINS-HS -- 12-10 YELLOW MALE HEAT SHRINK	10.00	EA	Buy	BOM
YELLOW-MINS-N -- 12-10 FM INSULATED CONNECTOR	20.00	EA	Buy	BOM
9900524 -- DELIVERY KIT	1.00		Make	C.0
30MINFUSES -- SAFETY FLARES	3.00	EA	Buy	BOM
466226-01 -- 2-3/4# EXTINGUISHER W/STEEL MN	1.00	EA	Buy	BOM
5T516 -- COMPACT FIRST AID KIT	1.00	EA	Buy	BOM
97974 -- WARNING TRIANGLE KIT	1.00	EA	Buy	BOM
BAG-O-BOLTS -- KIT fstrns shipped w/truck	1.00	EA	Buy	BOM
91030700 -- WHEEL CHOCKS, Ziamatic SAC-44 Folding w/Holders	1.00		Make	A.0
8024110 -- COLLAPSIBLE SAC-44 WHEEL CHOCKS W/MOUNT.	1.00		Make	A.0
007064 # -- SHEET ALUM. 3/16" FLAT	3.00	LB	Buy	BOM
SAC-44-E -- SPACE SAVER WHL CHOCK W/HANDLE	2.00	EA	Buy	STD
SQCH-44-H -- SAC-44 CHOCK HOLDER HORIZ	2.00	EA	Buy	STD
92067500 -- STREAMLIGHT SL-20X (#26120) W/12V CHARGER WIRED AND MOUNTED	4.00		Make	A.2
26120 -- SL-20X ALUM. BODY LIGHT W/DC	1.00	EA	Buy	STD
92067700 -- STREAMLIGHT Survivor w/12V DC Fast Charger	4.00		Make	A.4
8025292 -- SL-90XSC W/CHARGER (12V)	1.00		Make	A.4
90065 -- LGHT SURVIVOR pgybck stdy chrg	1.00	EA	Buy	STD
92067750 -- FIRE VULCAN HANDLIGHT COLOR-ORANGE	4.00		Make	B.0
9200000 -- HANDLIGHT, Fire Vulcan (Orange)	1.00		Make	A.0
44401 -- LIGHT - FIRE VULCAN W/12 CHGR	1.00	EA	Buy	STD
92088888 -- SPECIAL ITEM	2.00		Make	A.27
9208888 -- HAND LIGHT SPECIAL ITEMS	1.00		Make	A.27
2067 -- LIGHT search wireless white	1.00	EA	Buy	STD
93910012 -- JACK PADS, POLY, (PAIR)	1.00		Make	D.0
9390000 -- JACK PADS, BLACK POLY	1.00		Make	C.0
AT-C-1647-E -- JACK PAD outrigger	2.00	EA	Buy	BOM
94010111 -- BOOM ALIGNMENT LIGHT FOR NESTING, AT PEDESTAL	1.00		Make	H.12
9300018 -- BOOM ALIGNMENT LIGHT FOR NESTING	1.00		Make	H.0
21096Y -- LED mid-body turn/clearance	1.00	EA	Buy	BOM
914CE2-3 -- SWITCH MICRO ALIGNMENT LIGHT	1.00	EA	Buy	BOM
AT-C-7227-A -- BRKT tower alignment switch	1.00	EA	Buy	BOM
TAG-B -- BEZEL WARNING TAG SIZE B	1.00	EA	Buy	BOM
TAG10-A -- TAG alignment light	1.00	EA	Buy	BOM
9300262 -- AT-C-3368 ALIGN SW ASSY (SPH100,SP110)	1.00		Make	E.26



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	Qty	UOM	Type	Origin
94010112 -- HOSE BASKET IN BUCKET, 50' OF 1 3/4"	1.00		Make	C.0
9300030 -- HOSE BASKET IN BUCKET	1.00		Make	B.0
AT-C-1720 -- HOSE Storage, 1.75" x 50' in Platform	1.00		Make	A.0
009365-# -- SHEET ALUM 125 FLAT (1/8)	8.00	LB	Buy	BOM
94010113 -- AXE MOUNTS IN BUCKET, BEHIND OPERATOR	1.00		Make	C.6
9300017 -- AXES MOUNTED IN BUCKET	1.00		Make	C.6
009365-# -- SHEET ALUM 125 FLAT (1/8)	6.00	LB	Buy	BOM
HANDLELOK -- HANDLELOK	1.00	EA	Buy	BOM
94010122 -- BREATHING Air Mask Box (SPH Platform)	1.00		Make	C.0
9400030 -- BREATHING Air Mask Box (SPH Platform)	1.00		Make	A.0
032151-# -- T/PLATE ALUM 1/8"	10.77	LB	Buy	BOM
AB-712 -- SPACER rubrail	4.00	EA	Buy	BOM
N4-1-329-1-5-2 -- LATCH folding "T" handle	1.00	EA	Buy	BOM
SS-052024 -- HINGE SS 1.5" .050 1/8 PIN	8.25	IN	Buy	BOM
TAG440 -- TAG equipment limits	1.00	EA	Buy	BOM
94015001 -- TURNTABLE Upper AT-C-5351 (SPH100/SP110)	1.00		Make	CB.1
9300220 -- FLOOR Turntable (SPH100/SP110)	1.00		Make	E.0
AT-C-6316-B -- TREADPLATE turntable in	1.00	EA	Buy	BOM
AT-C-6317-C -- TREADPLATE turntable rh	1.00	EA	Buy	BOM
TAG434-B -- TAG warning kick guard	1.00	EA	Buy	BOM
9300226 -- UPPER T-TABLE ASSY (SPH100,SP110)	1.00		Make	AR.5
032151-# -- T/PLATE ALUM 1/8"	12.00	LB	Buy	BOM
1017SPL-2 -- 2 COLOR INCLINOMETER	1.00	EA	Buy	BOM
1518KA3A1BB -- NLA SEE M2100 HYDRECO ROTATION	1.00	EA	Buy	BOM
4120R -- LEVEL INDICATOR	1.00	EA	Buy	BOM
904-2 -- MIRROR 8" convex cntr mnt	1.00	EA	Buy	BOM
92161A036 -- WASHER SS wave 3/4" ID	4.00	EA	Buy	BOM
9452K216 -- BUNA-NO-RING 3/16x4-1/8x4-1/2	1.00	EA	Buy	BOM
9MHCVD -- WINSMITH GEAR REDUCER	1.00	EA	Buy	BOM
AT-C-2649-B -- SHAFT PIVOT	1.00	EA	Buy	BOM
AT-C-2650-C -- PLATE pivot shaft end cap	2.00	EA	Buy	BOM
AT-C-2653-C -- BEARING ASSY BOOM SIDEPLATE	2.00	EA	Buy	BOM
AT-C-2703-J -- WELDMENT upper turntable	1.00	EA	Buy	STD
AT-C-2851-B -- CLAMP pivot shaft	4.00	EA	Buy	BOM
AT-C-3000-A -- PIN assy ext/ret cylinder	2.00	EA	Buy	BOM
AT-C-3001-B -- PIN lift cylinder	4.00	EA	Buy	BOM
AT-C-3102-A -- 1/4x4x4-1/2" O-RING BUNA-N	1.00	EA	Buy	BOM
AT-C-3104-C -- ARM hydraulic swivel long	1.00	EA	Buy	BOM
AT-C-3110-A -- SUPPORT ext/ret tube slide plt	1.00	EA	Buy	BOM
AT-C-3119 -- SLEEVE hydraulic swivel arm	2.00	EA	Buy	BOM
AT-C-4007-B -- PIN SWIVEL DRIVE TURNTABLE	2.00	EA	Buy	BOM
AT-C-4355-A -- FLYWHEEL counter balance	1.00	EA	Buy	BOM
AT-C-4646-C -- ASSY STEP BRACKET TT RH	1.00	EA	Buy	BOM
AT-C-5361-A -- ASSY torque bar arm	1.00	EA	Buy	BOM
AT-C-6028 -- CYL boom lift 70.5" rtrcd	2.00	EA	Buy	BOM
AT-C-6137-A -- SUPPORT COUNTERBAL VLV 2"	1.00	EA	Buy	BOM
AT-C-6138-A -- SUPPORT COUNTERBAL VLV 3.5"	1.00	EA	Buy	BOM
AT-C-7336-A -- MOUNT ladder brace	1.00	EA	Buy	BOM



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AT-C-7338-A -- BRACE access ladder boom	1.00	EA	Buy	BOM
AT-C-7339-A -- BRACE access ladder boom	1.00	EA	Buy	BOM
AT-C-7355-C -- ASSY access ladder boom lh	1.00	EA	Buy	BOM
FT44503(G) -- GASKET folding step	2.00	EA	Buy	BOM
PSCOCDCR -- LIGHT Strip 6 LED Clr Step Lt	2.00	EA	Buy	STD
SP4402 -- STEP folding logo bright	2.00	EA	Buy	BOM
9300265 -- ELEC Box (T'able) AT-C-6042 (SPH100,SPH110)	1.00		Make	K.0
104399 -- MODEM SEALED 100 MAGNUM	1.00	EA	Buy	BOM
104434 -- MODULE PDM 8 CHANNEL OUTPUT	1.00	EA	Buy	BOM
104508 -- MODULE 16 CHANNEL INPUT SWITCH	1.00	EA	Buy	BOM
108138 -- MODULE CONTROL USM SEALED	1.00	EA	Buy	BOM
AT-C-3283-A -- BOX electronics	1.00	EA	Buy	BOM
AT-C-4929-D -- KIT rotation sensor assy	1.00	EA	Buy	BOM
ATP-EMB-156 -- ALUM 1/2" 156" emb	17.00	LB	Buy	BOM
9401052 -- TURNTABLE Control Pedestal SPH-100/SP-110	1.00		Make	R.0
223236 -- GASKET 3200 handle C/P	2.00	EA	Buy	BOM
3200 -- HANDLE cab C/P	1.00	EA	Buy	BOM
AT-C-1869 -- HINGE pedestal cover	1.00	EA	Buy	BOM
AT-C-1870-B -- COVER pedestal top	1.00	EA	Buy	BOM
AT-C-1871-A -- COVER pedestal rh	1.00	EA	Buy	BOM
AT-C-1872-A -- COVER pedestal lh	1.00	EA	Buy	BOM
AT-C-3123 -- TUNNEL, T'able Pedestal to Elec Box	1.00		Make	A.0
AT-C-3124 -- TOP pedestal tunnel	1.00	EA	Buy	BOM
AT-C-3125-A -- FRONT pedestal tunnel	1.00	EA	Buy	BOM
AT-C-3126-A -- REAR pedestal tunnel	1.00	EA	Buy	BOM
AT-C-4269-G -- FRAME turntable pedestal	1.00	EA	Buy	BOM
AT-C-4274-D -- ANGLE pedestal top/front	1.00	EA	Buy	BOM
AT-C-6037-H -- HARNESS assy trmtble	1.00	EA	Buy	BOM
AT-C-6850-B -- BRKT mntg boom control viv	1.00	EA	Buy	BOM
AT-C-6851-A -- BRKT mntg boom control viv	2.00	EA	Buy	BOM
AT-C-6984-A -- PEDESTAL COVER rear	1.00	EA	Buy	BOM
AT-C-6985-E -- COVER pedestal front	1.00	EA	Buy	BOM
S3-01ZN -- SMALL LATCH PLATE	1.00	EA	Buy	BOM
S3-10ZN -- SMALL SIMMONS LATCH	1.00	EA	Buy	BOM
UHMWBLK1.5X2.5 -- UHMW BLK UV 1.5"x2.5"	1.00	FT	Buy	BOM
94020233 -- AERIAL TOWER ASSY SPH100	1.00		Make	EG.10
1Q40-20BPP-KCK -- PROXIMITY SENSOR	2.00	EA	Buy	BOM
9300236 -- CABLE Track SPH100	1.00		Make	X.3
125B -- CABLE 12/5 SEOWW BLACK 105DEG	144.00	FT	Buy	STD
20/2-J1939-CBL -- CABLE J1939 COMMUNICATIONS	144.00	FT	Buy	BOM
2GA-NEO-BLK -- CABLE welding 2GA black	144.00	FT	Buy	BOM
2GA-NEO-RED -- CABLE welding 2GA red	144.00	FT	Buy	BOM
9463 J221000 -- CABLE twinaxial 20awg	145.00	FT	Buy	BOM
AT-C-2342-B -- TRAY ASSY lower track sect 5	1.00	EA	Buy	BOM
AT-C-2343-B -- TRAY ASSY center track sect 5	1.00	EA	Buy	BOM
AT-C-2398-A -- ANGLE SUPPORT SECTION 5	3.00	EA	Buy	BOM
AT-C-4872 -- CABLE TRAY ASSY, SPH100, Sec 1	1.00		Make	0.1
AT-C-2684 -- SUPPORT ANGLE TRAY ASSY SECT 1	2.00	EA	Buy	BOM
AT-C-4873-A/S -- CABLE TRACK TRAY 4.5"x213	1.00	EA	Buy	STD
AT-C-4874 -- CABLE TRAY ASSY, SPH100, Sec 2	1.00		Make	0.1
AT-C-2687 -- SUPPORT ANGLE TRAY ASSY SEC284	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
AT-C-4875/S -- CABLE TRACK TRAY 5"Wx193.75"	1.00	EA	Buy	STD
AT-C-4876 -- CABLE TRAY ASSY, SPH100, Sec 3	1.00		Make	0.1
AT-C-2696 -- SUPPORT ANGLE TRAY ASSY, SEC.3	2.00	EA	Buy	BOM
AT-C-4877/S -- CABLE TRACK TRAY 4.5"Wx195"	1.00	EA	Buy	STD
AT-C-4878 -- CABLE TRAY ASSY, SPH100, Sec 3	1.00		Make	0.1
AT-C-2690 -- SUPPORT ANGLE TRAY ASSY, SEC.3	2.00	EA	Buy	BOM
AT-C-4879/S -- CABLE TRACK TRAY 5.5"Wx195"	1.00	EA	Buy	STD
AT-C-4880 -- CABLE TRAY ASSY, SPH100, Sec 4	1.00		Make	0.1
AT-C-2687 -- SUPPORT ANGLE TRAY ASSY, SEC.2&4	2.00	EA	Buy	BOM
AT-C-4881/S -- CABLE TRACK TRAY 5"Wx200"	1.00	EA	Buy	STD
AT-C-4882 -- CABLE TRAY ASSY, SPH100, Sec 4	1.00		Make	0.1
AT-C-2693 -- SUPPORT ANGLE TRAY ASSY, SEC.4	2.00	EA	Buy	BOM
AT-C-4883/S -- CABLE TRACK TRAY 6"Wx200"	1.00	EA	Buy	STD
AT-C-4887/S -- CABLE TRACK TRAY 5.5"Wx188.5"	1.00	EA	Buy	STD
AT-C-4888 -- CENTER TRAY SECTION 5	1.00	EA	Buy	BOM
AT-C-4892 -- TRAY LOWER TRACK	1.00	EA	Buy	BOM
AT-C-6089-A -- SPACER CABLE TRACK	1.00	EA	Buy	BOM
AT-C-6164-A/S -- CONUFLEX cable carrier w/bkt	1.00	EA	Buy	STD
AT-C-6332-B -- CABLE CARRIER ASSY SPH-100	2.00	EA	Buy	STD
AT-C-6364 -- CABLE Pedestal to Platform Control	1.00		Make	B.15
0460-215-16141 -- 14-16GA PINS, DEUTSCH	12.00	EA	Buy	BOM
0462-209-16141 -- 14-16GA SOCKETS, DEUTSCH	12.00	EA	Buy	BOM
DT04-12PA-L012 -- 12 PIN RECEPT. W/FLANGE	1.00	EA	Buy	BOM
M16112LWSL199 -- CABLE 16/12 MULTICONDUCTOR	135.00	FT	Buy	BOM
W12P -- LOCKING WEDGE	1.00	EA	Buy	BOM
W12S -- DEUTSCH LOCKING WEDGE	1.00	EA	Buy	BOM
AT-C-6853-A -- DEFLECTOR cabletrack	2.00	EA	Buy	BOM
UHMWBLK-3-PSA -- UHMW blk psa uv 3" x 1/16"	103.00	FT	Buy	BOM
UHMWBLK-6-PSA -- UHMW blk psa uv 6" x 1/16"	164.00	FT	Buy	BOM
9400000 -- TOWER, SECTION 1, SPH-100	1.00		Make	BA.2
1708L -- MCLUBE DRY LUBRICANT	2.00	GAL	Buy	BOM
2LC-F12 -- COLLAR 3/8" ALUMINUM	394.00	EA	Buy	BOM
2LC-R12G -- COLLAR 3/8" STEEL	194.00	EA	Buy	BOM
8LC-F12 -- 3/8" COLLAR LOW PROFILE	228.00	EA	Buy	BOM
AG-C-H -- LIGHT 6" deck halogen spot clmp	1.00	EA	Buy	BOM
AT-C-2091 -- SPACER rung boom sect 1	40.00	EA	Buy	BOM
AT-C-2092-A -- GUSSET rung	40.00	EA	Buy	BOM
AT-C-2157-A -- BLOCK cylinder sect 1 boom	4.00	EA	Buy	BOM
AT-C-2240-B -- PLATE, SUPPORT OUTER BOTTOM	1.00	EA	Buy	BOM
AT-C-2241-B -- TUBE, SUPPORT OUTER BOT. SEC.1	4.00	EA	Buy	BOM
AT-C-2844-D -- SUPPORT for waterway attachments	1.00	EA	Buy	BOM
AT-C-3039-C -- BLOCK slide assy outer btm	2.00	EA	Buy	BOM
AT-C-3041-B -- BLOCK slide assy outer btm	2.00	EA	Buy	BOM
AT-C-3043-C -- BLOCK slide assy upper	2.00	EA	Buy	BOM
AT-C-3044-B -- BLOCK slide assy side	2.00	EA	Buy	BOM
AT-C-3211-C -- BRACE boom cross	1.00	EA	Buy	STD
AT-C-3280-A -- BLOCK handrail support spacer	14.00	EA	Buy	BOM
AT-C-4645-A -- SUPPORT hyd hoses ext/ret	1.00	EA	Buy	BOM
AT-C-4754/S -- ANGLE 306.25" 6x6x.625 100'SSE	1.00	EA	Buy	STD
AT-C-4755/S -- ANGLE 306.25" 6x6x.625 100'SSE	1.00	EA	Buy	STD
AT-C-4756/S -- ANGLE 268.63" 6x6x.625 100'SSE	2.00	EA	Buy	STD
AT-C-4802 -- SIDE PLATE ASSY R/H 100' 5SECT	1.00	EA	Buy	STD



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	Qty	UOM	Type	Origin
AT-C-4803 -- SIDE PLATE ASSY L/H 100' 5SECT	1.00	EA	Buy	STD
AT-C-4804 -- SPACER CYL SUPPORT 100' 5-SECT	4.00	EA	Buy	BOM
AT-C-4805 -- PLATE SUPPORT CENTER 100' 5-SE	2.00	EA	Buy	BOM
AT-C-4806 -- PLATE SUPPORT OUTER 100' 5-SEC	2.00	EA	Buy	BOM
AT-C-5141/S -- ANGLE 211" 2.5x2.5x.188 100'SS	1.00	EA	Buy	STD
AT-C-5142/S -- ANGLE 211" 2.5x2.5x.188 100'SS	1.00	EA	Buy	STD
AT-C-5314 -- CYL boom extend/rtrct 179" strk	2.00	EA	Buy	BOM
BOM-R12-14 -- HUCK 3/8" STEEL BOM	8.00	EA	Buy	BOM
BOM-R12-8 -- HUCK 3/8" STEEL BOM	28.00	EA	Buy	BOM
C6LB-C12-16 -- BOLT HUCK GRIP 3/8"	84.00	EA	Buy	BOM
C6LB-C12-18 -- BOLT HUCK 3/8"	442.00	EA	Buy	BOM
C6LB-C12-22 -- PIN 3/8" C6L ALUM HUCK	12.00	EA	Buy	BOM
C6LB-R12-14G -- HUCKBOLT 3/8" STEEL	194.00	EA	Buy	STD
LAD-FAB-100MAG/S -- MACHINE LACING 100' 5-SECT	1.00	EA	Buy	STD
MGC-F6 -- COLLAR 3/16"	28.00	EA	Buy	BOM
MGC-F8 -- COLLAR Magna alum 1/4"	80.00	EA	Buy	BOM
MGLP-B6-4 -- RIVET MAGNA-LOK ALUM. 3/16"	132.00	EA	Buy	BOM
MGPB-E6-20 -- PIN MAGNA-GRIP 3/16"	28.00	EA	Buy	BOM
MGPB-E8-20 -- 1/4" ALUM BRAZ. HD MAGNA	160.00	EA	Buy	BOM
RM-20-LZ -- ROD END BEARING	2.00	EA	Buy	BOM
TAG15-A -- AERIAL MODIFICATION	2.00	EA	Buy	BOM
TAG18-A -- PINCH POINT	2.00	EA	Buy	BOM
UHMWBLK-6-PSA -- UHMW blk psa uv 6" x 1/16"	36.00	FT	Buy	BOM
9400001 -- TOWER, SECTION 2, SPH-100	1.00		Make	AC.0
2LC-R12G -- COLLAR 3/8" STEEL	12.00	EA	Buy	BOM
8LC-F10 -- COLLAR 5/16" low profile	320.00	EA	Buy	BOM
8LC-F12 -- 3/8" COLLAR LOW PROFILE	480.00	EA	Buy	BOM
AT-C-2169-D -- GUIDE boom lwr rh upper	1.00	EA	Buy	BOM
AT-C-2170-D -- GUIDE boom lwr lh upper	1.00	EA	Buy	BOM
AT-C-2171-D -- GUIDE boom lower RH btm assy	1.00	EA	Buy	BOM
AT-C-2172-C -- GUIDE boom lower LH btm assy	1.00	EA	Buy	BOM
AT-C-2243-B -- PLATE MOUNT SUPPORT ASSY SEC.2	2.00	EA	Buy	BOM
AT-C-2868-A -- ANGLE lower support RH	1.00	EA	Buy	BOM
AT-C-2869-A -- ANGLE lower support LH	1.00	EA	Buy	BOM
AT-C-2982-B -- BLOCK guide assy outer btm	2.00	EA	Buy	BOM
AT-C-2983-B -- BLOCK guide assy outer top	2.00	EA	Buy	BOM
AT-C-2985-C -- BLOCK slide assy outer btm	2.00	EA	Buy	BOM
AT-C-4816/S -- ANGLE 296" 6x6x.375 100'SSECTI	2.00	EA	Buy	STD
AT-C-4817/S -- ANGLE 274.31" 6x6x.375 100'SSE	1.00	EA	Buy	STD
AT-C-4818/S -- ANGLE 274.31" 6x6x.375 100'SSE	1.00	EA	Buy	STD
AT-C-4823-C -- SUPPORT assy boom outer	1.00	EA	Buy	BOM
AT-C-5957-B -- PLATE outer boom sec 2	1.00	EA	Buy	BOM
AT-C-5966-A -- BRACKET CABLE TOP BOOM SEC.2&3	2.00	EA	Buy	BOM
AT-C-5967-A -- BRACKET CABLE BOT BOOM SEC 2&3	2.00	EA	Buy	BOM
C6LB-C10-8 -- PIN HUCK 5/16"	20.00	EA	Buy	BOM
C6LB-R12-12G -- HUCKBOLT 3/8" STEEL	12.00	EA	Buy	BOM
CLPB-C10-12 -- PIN 5/16" ALUMINUM	300.00	EA	Buy	BOM
CLPBX-C12-12 -- PIN 3/8" alum lockbolt special	480.00	EA	Buy	BOM
UHMWBLK-4.5-PSA -- UHMW blk psa uv 4.5" x 1/16"	24.00	FT	Buy	BOM
UHMWBLK-6-PSA -- UHMW blk psa uv 6" x 1/16"	36.00	FT	Buy	BOM
9400002 -- TOWER, SECTION 3, SPH-100	1.00		Make	AE.2
2LC-F10 -- COLLAR 5/16" ALUMINUM	660.00	EA	Buy	BOM
2LC-F12 -- COLLAR 3/8" ALUMINUM	12.00	EA	Buy	BOM
2LC-R12G -- COLLAR 3/8" STEEL	16.00	EA	Buy	BOM
51312205 -- BAR ALUM FLAT 1/4"x1-1/4"	3.00	FT	Buy	BOM
AB.250x1x12 -- BAR ALUM RECT 1/4"x1"x12"	0.25	EA	Buy	BOM



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	Qty	UOM	Type	Origin
— AT-C-2183-D -- GUIDE boom lwr rh upper	1.00	EA	Buy	BOM
— AT-C-2184-D -- GUIDE boom lwr lh upper	1.00	EA	Buy	BOM
— AT-C-2185-D -- GUIDE boom lower RH btm assy	1.00	EA	Buy	BOM
— AT-C-2186-D -- GUIDE boom lower LH btm assy	1.00	EA	Buy	BOM
— AT-C-2189-D -- BRKT assy boom cable end	1.00	EA	Buy	BOM
— AT-C-2190-F -- SUPPORT assy boom outer	1.00	EA	Buy	BOM
— AT-C-2219-B -- PLATE MOUNT SUPPORT ASSY SEC.3	2.00	EA	Buy	BOM
— AT-C-2979-C -- BLOCK slide assy outer btm lh	1.00	EA	Buy	BOM
— AT-C-2982-B -- BLOCK guide assy outer btm	4.00	EA	Buy	BOM
— AT-C-2983-B -- BLOCK guide assy outer top	2.00	EA	Buy	BOM
— AT-C-3225-D -- ASSY LADDER SUPPORT SEC 3	2.00	EA	Buy	BOM
— AT-C-3234-B -- BLOCK spacer support	4.00	EA	Buy	BOM
— AT-C-3249-C -- BLOCK slide assy outer btm	1.00	EA	Buy	BOM
— AT-C-4827/S -- ANGLE 296" 4x4x.375 100'5SECTI	2.00	EA	Buy	STD
— AT-C-4828/S -- ANGLE 276.58" 4x4x.375 100'5SE	1.00	EA	Buy	STD
— AT-C-4829/S -- ANGLE 276.58" 4x4x.375 100'5SE	1.00	EA	Buy	STD
— AT-C-4832 -- LACING DIAGONAL BOTTOM SEC 3	0.00	EA	Buy	STD
— AT-C-5778 -- BLOCK LADDER SUPPORT SEC 3	2.00	EA	Buy	BOM
— AT-C-5899-A -- ASSY SLIDE BLOCK OUTER TOP	4.00	EA	Buy	BOM
— C6LB-C10-8 -- PIN HUCK 5/16"	20.00	EA	Buy	BOM
— C6LB-R12-10G -- PIN S&L STEEL 3/8"	8.00	EA	Buy	BOM
— C6LB-R12-12G -- HUCKBOLT 3/8" STEEL	16.00	EA	Buy	BOM
— CLPB-C10-12 -- PIN 5/16" ALUMINUM	640.00	EA	Buy	BOM
— CLPB-C12-12 -- PIN ALUMINUM 3/8"	12.00	EA	Buy	BOM
— UHMWBLK-4.5-PSA -- UHMW blk psa uv 4.5" x 1/16"	24.00	FT	Buy	BOM
— UHMWBLK-6-PSA -- UHMW blk psa uv 6" x 1/16"	72.00	FT	Buy	BOM
— 9400003 -- TOWER, SECTION 4, SPH-100	1.00		Make	AC.5
— 2LC-F10 -- COLLAR 5/16" ALUMINUM	12.00	EA	Buy	BOM
— 2LC-R10G -- COLLAR 5/16" STEEL	8.00	EA	Buy	BOM
— 51312205 -- BAR ALUM FLAT 1/4"x1-1/4"	3.00	FT	Buy	BOM
— 8LC-F10 -- COLLAR 5/16" low profile	808.00	EA	Buy	BOM
— AB.250X1x12 -- BAR ALUM RECT 1/4"x1"x12"	0.25	EA	Buy	BOM
— AT-C-2196-H -- SUPPORT assy boom outer	1.00	EA	Buy	BOM
— AT-C-2198-D -- GUIDE boom lower RH btm assy	1.00	EA	Buy	BOM
— AT-C-2199-D -- GUIDE boom lower LH btm assy	1.00	EA	Buy	BOM
— AT-C-2200-D -- GUIDE boom lwr rh top	1.00	EA	Buy	BOM
— AT-C-2201-D -- GUIDE boom lwr lh top	1.00	EA	Buy	BOM
— AT-C-2205-E -- BRKT assy boom cable end	1.00	EA	Buy	BOM
— AT-C-2921-A -- ANGLE lh lwr support sect 4	1.00	EA	Buy	BOM
— AT-C-2926-A -- ANGLE rh lwr support sect 4	1.00	EA	Buy	BOM
— AT-C-2927-C -- BRKT assy rh ww attach sec #4	1.00	EA	Buy	BOM
— AT-C-2966-B -- BLOCK guide assy outer	4.00	EA	Buy	BOM
— AT-C-2972-B -- BLOCK slide assy outer btm	1.00	EA	Buy	BOM
— AT-C-2973-B -- BLOCK slide assy outer btm	2.00	EA	Buy	BOM
— AT-C-4856/S -- ANGLE 294" 4x4x.25 100'5SECTIO	2.00	EA	Buy	STD
— AT-C-4857/S -- ANGLE 276.25" 4x4x.25 100'5SEC	1.00	EA	Buy	STD
— AT-C-4858/S -- ANGLE 276.25" 4x4x.25 100'5SEC	1.00	EA	Buy	STD
— AT-C-5779-A -- BLOCK LADDER SUPPORT SEC 4	2.00	EA	Buy	BOM
— C6LB-R10-6G -- LOCKBOLT 5/16" STEEL HUCK	8.00	EA	Buy	BOM
— CLPB-C10-12 -- PIN 5/16" ALUMINUM	12.00	EA	Buy	BOM
— CLPBX-C10-8 -- PIN 5/16" alum lockbolt spec	808.00	EA	Buy	BOM
— UHMWBLK-4.5-PSA -- UHMW blk psa uv 4.5" x 1/16"	48.00	FT	Buy	BOM
— UHMWBLK-6-PSA -- UHMW blk psa uv 6" x 1/16"	72.00	FT	Buy	BOM
— 9400004 -- TOWER, SECTION 5, SPH-100	1.00		Make	AH.3
— 2LC-F10 -- COLLAR 5/16" ALUMINUM	632.00	EA	Buy	BOM
— 2LC-R10G -- COLLAR 5/16" STEEL	8.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
490R -- RIGHT INCLINOMETER RANGE-10/80	1.00	EA	Buy	BOM
51312205 -- BAR ALUM FLAT 1/4"x1-1/4"	3.00	FT	Buy	BOM
AB.250x1x12 -- BAR ALUM RECT 1/4"x1"x12"	0.25	EA	Buy	BOM
AG-C-H -- LIGHT 6" deck halogen spot clmp	1.00	EA	Buy	BOM
AP250X48X144 -- 48"x144"x1/4"SMOOTH AL.SHEET	0.15	SHT	Buy	BOM
AT-C-2210-D -- GUIDE boom lwr rh top	1.00	EA	Buy	BOM
AT-C-2211-D -- GUIDE boom lwr lh top	1.00	EA	Buy	BOM
AT-C-2212-C -- GUIDE boom lower RH blm assy	1.00	EA	Buy	BOM
AT-C-2214-D -- BRKT assy boom cable end	1.00	EA	Buy	BOM
AT-C-2391-A -- LOWER ANGLE SUPPORT LH SECT 5	1.00	EA	Buy	BOM
AT-C-2392-D -- ANGLE lwr support rh	1.00	EA	Buy	BOM
AT-C-2394-A -- BRKT assy boom mount sec 5	2.00	EA	Buy	BOM
AT-C-2399-B -- BRKT bucket leveling box sprt	1.00	EA	Buy	BOM
AT-C-2400-B -- BLOCK tray support sect 5	3.00	EA	Buy	BOM
AT-C-2403 -- PLATE BOLTING,BOOM ASSY SECT#5	4.00	EA	Buy	BOM
AT-C-3256-B -- CLIP mntg RH attachmnt sect 5	2.00	EA	Buy	BOM
AT-C-3257-B -- CLIP mntg LH attachmnt sect 5	2.00	EA	Buy	BOM
AT-C-4865/S -- ANGLE 297" 3x3x.25 100'SSECT 10	2.00	EA	Buy	STD
AT-C-4866/S -- ANGLE 287.56" 3x3x.25 100'SSEC	1.00	EA	Buy	STD
AT-C-4867/S -- ANGLE 287.56" 3x3x.25 100'SSEC	1.00	EA	Buy	STD
AT-C-4889 -- TRAY EXTENSION SECTION 5	1.00	EA	Buy	BOM
AT-C-5219 -- SUPPORT ASSY LADDER SEC5 SHRT	2.00	EA	Buy	BOM
AT-C-5221 -- BLOCK LADDER SPACER SEC 5	2.00	EA	Buy	BOM
AT-RB100 -- RUBBER f/handrail pedestal	2.67	FT	Buy	BOM
AT1.25-FLUTED -- TUBE alum fld rung 1.25"	4.00	FT	Buy	BOM
C6LB-C10-B -- PIN HUCK 5/16"	632.00	EA	Buy	BOM
C6LB-R10-6G -- LOCKBOLT 5/16" STEEL HUCK	8.00	EA	Buy	BOM
UHMWBLK-4.5-PSA -- UHMW blk psa uv 4.5" x 1/16"	24.00	FT	Buy	BOM
UHMWBLK-6-PSA -- UHMW blk psa uv 6" x 1/16"	24.00	FT	Buy	BOM
9400054 -- TOWER Extension Linkage (SPH100)	1.00		Make	N.21
AT-C-2152-B -- 11GA BRKT-CABLE UPPER SECT 1	2.00	EA	Buy	BOM
AT-C-2153-B -- 11GA BRKT-CABLE BOTTOM SECT 1	2.00	EA	Buy	BOM
AT-C-2173-C -- SHEAVE 7" diameter	8.00	EA	Buy	BOM
AT-C-2189-D -- BRKT assy boom cable end	1.00	EA	Buy	BOM
AT-C-2202-D -- SHEAVE 6" diameter	4.00	EA	Buy	BOM
AT-C-2204-C -- CABLE GUIDE boom sect 3 and 4	2.00	EA	Buy	BOM
AT-C-2205-E -- BRKT assy boom cable end	1.00	EA	Buy	BOM
AT-C-2251-D -- PIN, SHEAVE FOR 110'	12.00	EA	Buy	BOM
AT-C-2252-A -- PLATE SHEAVE PIN LOCK	12.00	EA	Buy	BOM
AT-C-4906-A -- CABLE RETENTION CLIP	4.00	EA	Buy	BOM
AT-C-5030 -- ROD PIN RETAINER-BOOM ASSY	6.00	EA	Buy	BOM
AT-C-5811-B -- CABLE ASSY EXT/RET CYL ATTACH	4.00	EA	Buy	BOM
AT-C-5966-A -- BRACKET CABLE TOP BOOM SEC 2&3	4.00	EA	Buy	BOM
AT-C-5967-A -- BRACKET CABLE BOT BOOM SEC 2&3	4.00	EA	Buy	BOM
AT-C-5968-C -- CABLE assy sect 1 to 3 lwr	2.00	EA	Buy	BOM
AT-C-5969-C -- CABLE assy sect 1 to 3 outer	2.00	EA	Buy	BOM
AT-C-5970-C -- CABLE assy sect 2 to 4 out/lwr	4.00	EA	Buy	BOM
AT-C-5971-C -- CABLE assy sect 3 to 5 lwr	2.00	EA	Buy	BOM
AT-C-5972-C -- CABLE assy sect 3 to 5 outer	2.00	EA	Buy	BOM
AT-C-6970-A -- SHEAVE BLOCK lower lh 7"	3.00	EA	Buy	BOM
AT-C-6971-A -- SHEAVE BLOCK lower rh 7"	3.00	EA	Buy	BOM
AT-C-6972-A -- SHEAVE BLOCK lower lh 6"	1.00	EA	Buy	BOM
AT-C-6973-A -- SHEAVE BLOCK lower rh 6"	1.00	EA	Buy	BOM
AT-C-6974-A -- RETAINER boom cable	1.00	EA	Buy	BOM
9400061 -- LEVELING SYSTEM, SPH-100 Platform	1.00		Make	D.15
0462-203-12141 -- #12 SOCKETS	3.00	EA	Buy	BOM



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Tree View (User Defined)

	Qty	UOM	Type	Origin
ABZ800FALP -- LATCH plastic	1.00	EA	Buy	BOM
ABZ800FAMRG -- GUARD emgcy stop bin bckt M	1.00	EA	Buy	BOM
ABZ800FPMT44 -- BUTTON emgcy stop bucket Mng	1.00	EA	Buy	BOM
ABZ800FX01 -- BLOCK elect contact	1.00	EA	Buy	STD
AT-C-6005-B -- CABLE ASSY leveling motor pwr	1.00	EA	Buy	BOM
AT-C-6499-A -- SYSTEM platform leveling	1.00	EA	Buy	STD
SP-3000-4P -- VALVE 1/4" BRASS NEEDLE	2.00	EA	Buy	BOM
AT-C-5223 -- PLATE END RAIL SUPPORT	2.00	EA	Buy	BOM
MGLP-B6-4 -- RIVET MAGNA-LOK ALUM. 3/16"	8.00	EA	Buy	BOM
MHCH-R16U -- COLLAR 16MM Zinc Plated	4.00	EA	Buy	BOM
MHFF-DT16-30 -- HUCK BOLT 16MM sll grd 8	4.00	EA	Buy	BOM
MHFF-DT16-35 -- HUCK BOLT 16MM sll grd 8	4.00	EA	Buy	BOM
94020252 -- INTERLOCK System (SPH100)	1.00		Make	W.29
9400029-07 -- INTERLOCK System AT-C-6055 (SPH100)	1.00		Make	F.26
0190459213306 -- PRESSURE SWITCH SUCO 300psi	1.00	EA	Buy	BOM
0460-215-16141 -- 14-16GA PINS, DEUTSCH	14.00	EA	Buy	BOM
0462-209-16141 -- 14-16GA SOCKETS, DEUTSCH	14.00	EA	Buy	BOM
1Q40-20BPP-KCK -- PROXIMITY SENSOR	2.00	EA	Buy	BOM
1Q40-35NPP-KCK -- PROXIMITY SENSOR	2.00	EA	Buy	BOM
AT-C-2076-B -- BRKT Jack pin sensor assy	2.00	EA	Buy	BOM
AT-C-2894-A -- BRKT rear Jack sensor	2.00	EA	Buy	BOM
AT-C-5873-B -- BRKT side roller sensor assy	2.00	EA	Buy	BOM
AT-C-6385-B -- HARNESS Jack door / curly cbl	1.00	EA	Buy	BOM
AT-C-6386-A -- HARNESS assy curly cable	1.00	EA	Buy	BOM
AT-C-6535 -- COVER control valve	1.00	EA	Buy	BOM
AT-C-6729-B -- BRKT prox sensor cab Jack	1.00	EA	Buy	BOM
DT04-4P -- DEUTSCH CONNECTIRS	1.00	EA	Buy	BOM
DT04-6P -- RECEPTACLE DEUTSCH	4.00	EA	Buy	BOM
DT06-4S -- DEUTSCH CONNECTORS	1.00	EA	Buy	BOM
DT800 -- ALARM dual tone Ecco	1.00	EA	Buy	BOM
HE48620-08 -- VALVE combo interlock	1.00	EA	Buy	STD
MDC-4MFP-1M-B -- CORDSET Jack down sensors	6.00	EA	Buy	BOM
MDC-4MFP-3M-B -- CABLE ext M/F 4 pole blk 3mm	3.00	EA	Buy	BOM
MDC-4MP-4M -- CABLE ext M/F 4 pole blk 4mm	1.00	EA	Buy	BOM
NBB8-18GM50-E2V1 -- PROXIMITY SENSOR/EXT RANGE	2.00	EA	Buy	BOM
VB2-FSM4.4/2FKM4 -- JUNCTION BRANCH MOLDED	5.00	EA	Buy	BOM
VB80-5-P7X17CS19 -- 8 PORT JUNCTION BOX PNP W/LEDS	1.00	EA	Buy	BOM
VCF4-1002 -- SOCKET RELAY P&B	1.00	EA	Buy	BOM
W4P -- DEUTSCH DT SERIES LKG/WEDGES	1.00	EA	Buy	BOM
94020261 -- WARNING System Rotation/Smart Boom	1.00		Make	I.0
9300241 -- WARNING System Rotation/Smart Boom	1.00		Make	H.1
AT-C-1293 -- ENCODER RING STAND-OFF STEEL	11.00	EA	Buy	BOM
AT-D-1292-C -- RING turntable encoder	1.00	EA	Buy	BOM
94020274 -- HYDRAULIC System AT-C-6397 Full Load Sense SPH-100	1.00		Make	P.1
9400009 -- HYDRAULIC SYSTEM (SPH100)	1.00		Make	X.0
351TC-12 -- 3/4" TOUGH COAT 4000PSI HOSE	30.00	FT	Buy	STD
TAG16-A -- OIL CAUTION	1.00	EA	Buy	BOM
9400013 -- CONTROLS, Lower Hyd (SPH100)	1.00		Make	U.1
104434 -- MODULE PDM 8 CHANNEL OUTPUT	2.00	EA	Buy	BOM
104508 -- MODULR 16 CHANNEL INPUT SWITCH	1.00	EA	Buy	BOM
104528 -- MODULE ES-KEY PDM	1.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
104670 -- MODULE low watt output	1.00	EA	Buy	BOM
91862301-30 -- LIGHT LED,white C/P mnt	2.00	EA	Buy	BOM
AT-C-5763-D -- HARNESS adapter L1 complt	1.00	EA	Buy	BOM
AT-C-6325-D -- HARNESS outrigger hyd cntrl	1.00	EA	Buy	BOM
AT-C-6327-H -- HARNESS module door to adapter	1.00	EA	Buy	BOM
AT-C-6346-C -- HARNESS lower hyd display	1.00	EA	Buy	BOM
AT-C-6389-D -- HARNESS multiport to mod door	1.00	EA	Buy	BOM
AT-C-6830A -- BRACKET LED mtg	2.00	EA	Buy	BOM
DT04-3P-P007 -- "T" RECEPTACLE J-1939	6.00	EA	Buy	BOM
SPS-8 -- SWITCH PANEL LOWER HYD CONTROL	1.00	EA	Buy	STD
TAG-D -- BEZEL WARNING TAG SIZE D	1.00	EA	Buy	BOM
TAG20-A -- AERIAL ELECTROCUTION	1.00	EA	Buy	BOM
TAG441 -- TAG outrigger overrid control	1.00	EA	Buy	BOM
W3S-1939-P012 -- WEDGELOCK J-1939 RECEPTACLE	6.00	EA	Buy	BOM

9400057 -- HYDRAULIC Components Full Load Sense (SPH-100)

12-JLO-S -- 3/4" UNION TEE	4.00	EA	Buy	STD
159U0798 -- CONTROL valve stabilizer	1.00	EA	Buy	BOM
159U4348 -- NLA SEE 159S2379 CONTROL valve	1.00	EA	Buy	BOM
4-3-F5OLO-S -- FITT tube 4FS x 3SAE	1.00	EA	Buy	BOM
4-5-F5OLO-S -- 4FS X 5SAE TUBE FITTING	1.00	EA	Buy	BOM
4-FLO-S -- 1/8NPT x #4 CONNECTOR	1.00	EA	Buy	STD
5151HK-16 -- 1" SAE FLANGE KIT (CODE 61)	1.00	EA	Buy	STD
8-12-C5OLO-S -- PARKER STR. THD. ELBOW	1.00	EA	Buy	STD
80002562 -- PUMP variable displacement	1.00	EA	Buy	BOM
AT-C-5289-A -- CLAMP transfer tube	2.00	EA	Buy	BOM
AT-C-5674-D -- PANEL lower hydraulic control	1.00	EA	Buy	BOM
AT-C-6397-C -- KIT hydraulic aerial 100sph	1.00	EA	Buy	STD
AT-C-7221-A -- TANK hydraulic oil 100SPH	1.00	EA	Buy	STD
ATF -- FLUID AUTOMATIC TRANSMISSION	80.00	GAL	Buy	BOM
CR10-28C-8T-N-24 -- VLV relief bi-directional	1.00	EA	Buy	STD
DCV10-6T-N-3 -- DUAL PILOT CHECK W/THERM.RELIE	3.00	EA	Buy	BOM
DCV10-8T-N -- SAE-8 DUAL PILOT CHECK VALVE	1.00	EA	Buy	BOM
RSL-PROD -- REPAIR/SERVICE/LABOR	2.00	EA	Buy	STD
SR08-146-2012ER -- SOLENOID relief cradle press	1.00	EA	Buy	STD
SS6-5-20M12ER -- VLV transfer	1.00	EA	Buy	STD

94020283 -- PEDESTAL Controls SPH100

9400005 -- PEDESTAL Controls SPH100

104670 -- MODULE low watt output	1.00	EA	Buy	BOM
20/2-J1939-CBL -- CABLE J1939 COMMUNICATIONS	3.00	FT	Buy	BOM
2TL1-3 -- SWITCH toggle 2p on-on	1.00	EA	Buy	BOM
436SX -- LIGHT 12V license plate	1.00	EA	Buy	BOM
50F6384 -- CONNECTOR ASSY 7 SERIAL CABLE	1.00	EA	Buy	BOM
638-S -- SWITCH foot W/522N35 boot	1.00	EA	Buy	BOM
83280 -- CAP NUT	1.00	EA	Buy	BOM
8497K1 -- GUARD switch Cutler Hammer	1.00	EA	Buy	BOM
91862301-30 -- LIGHT LED white C/P mnt	1.00	EA	Buy	BOM
9231 -- SWITCH push button air horn	1.00	EA	Buy	BOM
AT-C-4005-B -- PLATE pedestal cntrl panel mt	1.00	EA	Buy	BOM
AT-C-6722-A -- HARNESS ped OEM cntrlr to vlvs	1.00	EA	Buy	BOM
DMS4M12114 -- DIGISENSOR LOWER CONTROLS	3.00	EA	Buy	BOM
DT04-12PA-L012 -- 12 PIN RECEPT W/FLANGE	1.00	EA	Buy	BOM
DT04-3P-L012 -- DEUTSCH 3 PIN RECEPT W/FLANGE	2.00	EA	Buy	BOM
DT04-3P-P007 -- "T" RECEPTACLE J-1939	2.00	EA	Buy	BOM
DTM06-12SA -- DEUTSCH MINI 12 WAY PLUG	1.00	EA	Buy	BOM
DTM06-12SB -- DEUTSCH 12 WAY MINI PLUG B POS	1.00	EA	Buy	BOM



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SB20-LS -- SUPERFLEX CONTROLS LOWER STATI	1.00	EA	Buy	BOM
SPS-4 -- SWITCH PANEL PEDESTAL CONTROL	1.00	EA	Buy	STD
W12P -- LOCKING WEDGE	1.00	EA	Buy	BOM
W3P-1939 -- WEDGE LOCK	2.00	EA	Buy	BOM
W3S-1939-P012 -- WEDGELOCK J-1939 RECEPTACLE	4.00	EA	Buy	BOM
W3S-P012 -- DEUTSCH DTH SERIES LKG WEDGES	2.00	EA	Buy	BOM
WM-12S -- SECONDARY WEDGE LOCK	2.00	EA	Buy	BOM
94020286 -- ASSY, PEDESTAL SAFETY CABLE (SPH100, SP110)	1.00		Make	I.23
8200013 -- HANDRAIL Turntable Control Pedestal	1.00		Make	A.0
283040 -- GASKET handrail ends & ctr	4.00	EA	Buy	BOM
4000-CTR-CH -- BRKT center stancion C/P	2.00	EA	Buy	BOM
4000-END-TRI -- BRKT end rail triangle C/P	2.00	EA	Buy	BOM
AT-C-6539-A -- RAIL pedestal safety	1.00	EA	Buy	BOM
9400006 -- AT-C-6357 CABLE ASSY	1.00		Make	G.23
AT-C-6357-A -- CABLE pedestal safety 45.5"	1.00	EA	Buy	BOM
TAG416-B -- TAG safety chain turn table	1.00	EA	Buy	BOM
94020400 -- BOOM TRACKING LIGHTS - 6" UNITY SPOT LIGHT	1.00		Make	B.16
9300064 -- BOOM TRACKING LIGHTS	1.00		Make	A.20
1TL1-2 -- SWITCH toggle 1p off-on	1.00	EA	Buy	BOM
7039 -- BRACKET angle base	2.00	EA	Buy	BOM
AG-C-H -- LIGHT 6" deck halogen spot clmp	2.00	EA	Buy	BOM
G-1/16THK EPDM -- GASKET FOR UNITY CLAMP BRCKET	2.00	EA	Buy	BOM
94020900 -- 12 VOLT AUXILIARY HYDRAULIC POWER	1.00		Make	A.19
9300120 -- 12 VOLT AUX. HYDRAULIC POWER	1.00		Make	A.19
M-526-0120 -- MONARCH PUMP W/6SAE PORTS	1.00	EA	Buy	BOM
94021050 -- SUPER MODULE SPH100	1.00		Make	CV.3
8750004 -- LIGHTS Outtrigger Warning LED	1.00		Make	A.22
21075R-1 -- LIGHT 3-SIDE FLASHING LED RED	2.00	EA	Buy	BOM
9400015 -- OUTRIGGERS (SPH100)	1.00		Make	AQ.0
2337T15 -- WHEEL SOLID CUSHION THREAD	6.00	EA	Buy	BOM
45295K57 -- INSLTN silcn foam 1.5" ID tube	8.00	IN	Buy	BOM
7088K65 -- 16/5 COILED CABLE 2'-10"	2.00	EA	Buy	BOM
AT-C-1560-B -- BAR safety outrigger	2.00	EA	Buy	BOM
AT-C-2076-B -- BRKT jack pin sensor assy	1.00	EA	Buy	BOM
AT-C-2879 -- OUTRIGGER SAFETY PIN	2.00	EA	Buy	BOM
AT-C-4448-A -- PLATE outrigger jack shoe	2.00	EA	Buy	BOM
AT-C-4450-C -- PLATE SIDE OUTRIGGER JACK SHOE	4.00	EA	Buy	BOM
AT-C-4451-B -- LOCATOR outrigger jack foot	2.00	EA	Buy	BOM
AT-C-4943-B -- TURNTABLE SUPPORT ASSY	1.00	EA	Buy	STD
AT-C-4975 -- CHANNEL HYDRAULIC TANK SUPPORT	1.00	EA	Buy	BOM
AT-C-4976 -- PAD hydraulic tank support	1.00	EA	Buy	BOM
AT-C-4977-A -- ROD hydraulic tank support	4.00	EA	Buy	BOM
AT-C-4978 -- PAD top hydraulic tank	2.00	EA	Buy	STD
AT-C-5037-A -- OUTRIGGER MID TUBE WELDMENT	2.00	EA	Buy	STD
AT-C-5042-A -- TUBE TO CYL SUPPORT OUTRIGGER	2.00	EA	Buy	STD
AT-C-5082 -- ANGLE BRACE LOWER TURNTABLE	4.00	EA	Buy	STD
AT-C-5083 -- CHANNEL BRACE LOWER TURNTABLE	2.00	EA	Buy	BOM
AT-C-5091 -- SLIDE BLOCK outer	8.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
AT-C-5092-B -- BLOCK slide assy inner	8.00	EA	Buy	BOM
AT-C-5093 -- PAD outer side	2.00	EA	Buy	BOM
AT-C-5094-A -- PAD slide inner	2.00	EA	Buy	BOM
AT-C-5095 -- PLATE outer retainer	2.00	EA	Buy	BOM
AT-C-5096 -- PLATE inner retainer	2.00	EA	Buy	BOM
AT-C-5098-C -- PLATE assy large wear	4.00	EA	Buy	BOM
AT-C-5100-C -- PLATE assy small wear	4.00	EA	Buy	BOM
AT-C-5244 -- TUBE assy hyd transfer outrgr	4.00	EA	Buy	BOM
AT-C-5289-A -- CLAMP transfer tube	2.00	EA	Buy	BOM
AT-C-5302-A -- BRKT guide assy bottom roller	2.00	EA	Buy	BOM
AT-C-5303-A -- BRKT guide assy side roller	2.00	EA	Buy	BOM
AT-C-5304-A -- SPACER roller guide	4.00	EA	Buy	BOM
AT-C-5305 -- PIN cylinder rod end outrgr	2.00	EA	Buy	BOM
AT-C-5306-B -- BAR ATTACH O/R CYLINDER	2.00	EA	Buy	STD
AT-C-5419-B -- OUTRIGGER jack door	2.00	EA	Buy	STD
AT-C-5520 -- CHANNEL VERTICAL	4.00	EA	Buy	BOM
AT-C-5643-A -- SPACER JACK SHOE	2.00	EA	Buy	BOM
AT-C-5873-B -- BRKT side roller sensor assy	2.00	EA	Buy	BOM
AT-C-6268 -- CYL outrgr ext/rtrct 79.75" str	2.00	EA	Buy	BOM
AT-C-6269 -- CYL front jack	2.00	EA	Buy	BOM
AT-C-6270 -- CYL rear jack	2.00	EA	Buy	BOM
AT-C-6383-A -- PLATE side support jack foot	4.00	EA	Buy	BOM
AT-C-6548-A -- BUSHING jackfoot pivot	2.00	EA	Buy	BOM
AT-C-6831-A -- SUPPORT transfer tube LH	2.00	EA	Buy	BOM
AT-C-6832-A -- SUPPORT transfer tube RH	2.00	EA	Buy	BOM
TAG-D -- BEZEL WARNING TAG SIZE D	4.00	EA	Buy	BOM
TAG19-A -- STAND CLEAR CRUSH INJURY	2.00	EA	Buy	BOM
TAG439 -- TAG install safety pins vert	2.00	EA	Buy	BOM
TAG66-A -- STAND CLEAR OUTRIGGER	2.00	EA	Buy	BOM

9400016 -- FORWARD MODULE AT-C-5574 (SPH100)

AT-C-5387-A -- SUPPORT compartment R1	1.00	EA	Buy	BOM
AT-C-5388-A -- ASSY upper deck fwd module	1.00	EA	Buy	BOM
AT-C-5486-A -- CHANNEL SUPPORT FWD MODULE	2.00	EA	Buy	BOM
AT-C-5487-A -- CHANNEL SUPPORT FWD MODULE	1.00	EA	Buy	BOM
AT-C-5488-A -- CHANNEL SUPPORT FWD MODULE	1.00	EA	Buy	BOM
AT-C-5489-A -- CHANNEL SUPPORT FWD MODULE	1.00	EA	Buy	BOM
AT-C-5502-B -- WELDMENT valve stack mount	1.00	EA	Buy	STD
AT-C-5521-B -- CHANNEL horizontal	4.00	EA	Buy	BOM
AT-C-5522-A -- ANGLE pump module brace	2.00	EA	Buy	BOM
AT-C-5523-A -- ANGLE brace	2.00	EA	Buy	BOM
AT-C-5524-B -- SUPPORT PULL OUT STEP	2.00	EA	Buy	STD
AT-C-5525-E -- STEP pull out treadplate	1.00	EA	Buy	STD
AT-C-5526-C -- nla see AT-C-5526-D FRAME pump	1.00	EA	Buy	BOM
AT-C-5527-B -- nla see AT-C-5527-D FRAME pump	1.00	EA	Buy	BOM
AT-C-5529 -- UPPER DECK ASSY PUMP MODULE	1.00	EA	Buy	BOM
AT-C-5533-B -- BRACE pump panel frame	4.00	EA	Buy	BOM
AT-C-5574/S -- FORWARD MODULE	1.00	EA	Buy	STD
AT-C-5631 -- COMPT TOP FWD MODULE LH	1.00	EA	Buy	STD
AT-C-5632 -- COMPT TOP FWD MODULE CTR	1.00	EA	Buy	STD
AT-C-5633 -- COMPT TOP FWD MODULE RH	1.00	EA	Buy	STD
AT-C-5710-B -- BRACKET STEP SUPPORT	1.00	EA	Buy	STD
AT-C-5711-B -- CHANNEL SUPPORT	1.00	EA	Buy	STD
AT-C-5712 -- PLATE VALVE STACK SUPPORT	1.00	EA	Buy	STD
AT-C-5741-C -- STEP assy pull out	1.00	EA	Buy	BOM
AT-C-6007-B -- SUPPORT ZICO LADDER	1.00	EA	Buy	BOM
AT-C-6023-D -- SURROUND ZICO LADDER	1.00	EA	Buy	STD
AT-C-6024-A/S -- ZICO LADDER ASSY SPH-100	1.00	EA	Buy	STD



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— AT-C-6032-A -- SUPPORT COMPT L1 (ZICO LADDER)	1.00	EA	Buy	BOM
— AT-C-6168-A -- ASSY JACKPAD STORAGE L-1	1.00	EA	Buy	BOM
— AT-C-6173-A -- ASSY JACKPAD STORAGE R-1	1.00	EA	Buy	BOM
— AT-C-6830A -- BRACKET LED mtg	2.00	EA	Buy	BOM
— P-C-3186-A -- BRKT pump module mtg	4.00	EA	Buy	BOM
— 9400017 -- CONTROL PANEL AT-C-6144	1.00		Make	D.33
— AT-C-6147_A -- HINGE sst 1.5" wide x 20" long	2.00	EA	Buy	BOM
— 9401050 -- LOWER TURNTABLE SPH100 AERIAL	1.00		Make	Y.0
— 1095K14 -- 1/8PTF MALE X 2-5/8 O.A. HEIGHT	2.00	EA	Buy	BOM
— 1548A46 -- BEARING assy turntable	1.00	EA	Buy	BOM
— 25-0014-1/S -- ADPT 4" VIC 90 EL THREADED	1.00	EA	Buy	STD
— 50925K119 -- 1/8 NPT 90DEG. STREET ELBOW	2.00	EA	Buy	BOM
— AT-C-2791 -- PINION GEAR FOR 110" AERIAL	1.00	EA	Buy	BOM
— AT-C-3091-B -- ASSY turntable gearbox plate	1.00	EA	Buy	BOM
— AT-C-3096 -- GEARBOX RETAINER PINION GEAR	1.00	EA	Buy	BOM
— AT-C-3097 -- WEDGE PLATE GEARBOX ALIGNMENT	8.00	EA	Buy	BOM
— AT-C-3119 -- SLEEVE hydraulic swivel arm	1.00	EA	Buy	BOM
— AT-C-3260-A -- KEY rotation drive pinion	2.00	EA	Buy	BOM
— AT-C-3871-H -- SWIVEL 32 circuit	1.00	EA	Buy	STD
— AT-C-5080 -- TRUSS BAR RIGHT/REAR SPH100	1.00	EA	Buy	BOM
— AT-C-5081 -- TRUSS BAR LEFT/REAR SPH100	1.00	EA	Buy	BOM
— AT-C-6244-F -- HARNESS swivel interface	1.00	EA	Buy	BOM
— AT-C-7020-A -- COVER swivel arm aerial	1.00	EA	Buy	BOM
— MHCH-R16U -- COLLAR 16MM Zinc Plated	112.00	EA	Buy	BOM
— MHFF-DT16-30 -- HUCK BOLT 16MM stl grd 8	80.00	EA	Buy	BOM
— MHFF-DT16-50 -- HUCK BOLT 16MM stl grd 8	8.00	EA	Buy	BOM
— 94021212 -- BOOM ASSEMBLY, SPH-100	1.00		Make	AD.28
— 0460-202-1631 -- PIN DEUTSCH SZ 16 GOLD	3.00	EA	Buy	BOM
— 0462-201-1631 -- SOCKET DEUTSCH SZ 16 GOLD	3.00	EA	Buy	BOM
— AT-C-2843-B -- BRACKET ANGLE BOOM ASSY	2.00	EA	Buy	BOM
— C6LB-C12-18 -- BOLT HUCK 3/8"	206.00	EA	Buy	BOM
— CLPBX-C10-8 -- PIN 5/16" alum lockbolt spec	56.00	EA	Buy	BOM
— DT04-3P-P007 -- "T" RECEPTACLE J-1939	16.00	EA	Buy	BOM
— 94021326 -- LADDER High Rail (SPH100)	1.00		Make	AI.2
— 9402132 -- LADDER High Rail (SPH100)	1.00		Make	AF.2
— 51312205 -- BAR ALUM FLAT 1/4"x1-1/4"	9.00	FT	Buy	BOM
— AB.188X1 -- BAR alum flat 3/16" x 1"	10.00	FT	Buy	BOM
— AT-C-2939-A -- BLOCK end closeout ladder	16.00	EA	Buy	BOM
— AT-C-2940-A -- BRACKET angle boom sect 2	2.00	EA	Buy	BOM
— AT-C-2941-A -- BLOCK UPPER SLIDE SECT 2	2.00	EA	Buy	BOM
— AT-C-2942-D -- SLIDE BLK ladder lower	2.00	EA	Buy	BOM
— AT-C-2944-C -- SLIDE PAD SECTION 3	6.00	EA	Buy	BOM
— AT-C-3146-E -- COUPLING ladder to bucket rail	2.00	EA	Buy	BOM
— AT-C-3222-A -- PLATE spacer boom sect 1	12.00	EA	Buy	BOM
— AT-C-3229-A -- ANGLE LADDER SUPPORT SECT.2	2.00	EA	Buy	BOM
— AT-C-3275-A -- BRACKET outer rail support	24.00	EA	Buy	BOM
— AT-C-5209/S -- LADDER 100MAG HIGH RAIL SEC 2	1.00	EA	Buy	STD
— AT-C-5211/S -- LADDER 100MAG HIGH RAIL SEC 3	1.00	EA	Buy	STD
— AT-C-5213/S -- LADDER 100MAG HIGH RAIL SEC 4	1.00	EA	Buy	STD
— AT-C-5215/S -- LADDER 100MAG HIGH RAIL SEC 5	1.00	EA	Buy	STD
— AT-C-5229 -- SUPPORT ASSY LADDER SEC 5	2.00	EA	Buy	BOM
— AT-C-5777 -- BLOCK LADDER SUPPORT SEC 2	2.00	EA	Buy	BOM
— AT-C-6151-A -- BLOCK support climb ladder	2.00	EA	Buy	BOM



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	Qty	UOM	Type	Origin
— AT-C-6161-A -- HANDRAIL BOOM END	2.00	EA	Buy	BOM
— AT-C-7154-A -- HANDRAIL section 1'	2.00	EA	Buy	BOM
— AT-C-7240-A -- BLOCK support climb ladder	2.00	EA	Buy	BOM
— AT-C-7274-A -- PLATE ladder support	2.00	EA	Buy	BOM
— AT1.25-FLUTED -- TUBE alum fld rung 1.25"	2.00	FT	Buy	BOM
— T18SP6FF100 -- SENSOR RUNG ALIGNMENT	3.00	EA	Buy	BOM
— 94021337 -- HYDRAULIC CYLINDERS (SPH-100)	1.00		Make	B.0
— 94021342 -- AERIAL TOWER WATERWAY FOR SPH-100	1.00		Make	G.0
— 9400019 -- WATERWAY SPH100	1.00		Make	P.0
— 01666001 -- 40-A ALUM. BODY 2.5"FM NPT	1.00	EA	Buy	BOM
— AT-C-2390-C -- PLATE lwr waterway boom assy	1.00	EA	Buy	BOM
— AT-C-2393-C -- PLATE upper waterway boom assy	1.00	EA	Buy	BOM
— AT-C-2396-B -- CLIP attachment mounting	12.00	EA	Buy	BOM
— AT-C-2401-B -- CAP saddle waterway support	2.00	EA	Buy	BOM
— AT-C-2402-A -- SADDLE waterway support	2.00	EA	Buy	BOM
— AT-C-2866-A -- PLATE upr waterway atchmnts	1.00	EA	Buy	BOM
— AT-C-2867-A -- PLATE lwr waterway atchmnts	1.00	EA	Buy	BOM
— AT-C-2870-D -- BRKT ASSY lh	1.00	EA	Buy	BOM
— AT-C-2871-D -- BRKT ASSY rh	1.00	EA	Buy	BOM
— AT-C-2875-A -- BRKT ASSY tray sprt atchmnts	1.00	EA	Buy	BOM
— AT-C-2896-A -- BRKT ASSY waterway atchmnts	1.00	EA	Buy	BOM
— AT-C-2897-A -- BRKT ASSY tray sprt atchmnt	1.00	EA	Buy	BOM
— AT-C-2898-B -- BRKT ASSY lh waterway atchmnts	1.00	EA	Buy	BOM
— AT-C-2899-C -- BRKT ASSY rh waterway atchmnts	1.00	EA	Buy	BOM
— AT-C-2900-A -- PLATE upr waterway atchmnt	1.00	EA	Buy	BOM
— AT-C-2906-A -- PLATE upr waterway atchmnts	1.00	EA	Buy	BOM
— AT-C-2917-E -- FLEX HOSE ASSY WATERWAY 110'	1.00	EA	Buy	STD
— AT-C-2920-C -- BRKT ASSY lh waterway atchmnts	1.00	EA	Buy	BOM
— AT-C-2924-A -- PLATE lwr waterway atchmnt	1.00	EA	Buy	BOM
— AT-C-2925-A -- BRKT ASSY tray sprt atchmnts	1.00	EA	Buy	BOM
— AT-C-4870/S -- WATERWAY 100' 5-SECTION LADDER	1.00	EA	Buy	STD
— 94021352 -- AKRON NAVIGATOR 9305 WATERWAY FLOWMETER	1.00		Make	B.0
— RSL-PROD -- REPAIR/SERVICE/LABOR	1.00	EA	Buy	STD
— 94026008 -- YOKE Assy (SPH-100)	1.00		Make	AH.2
— 9400028 -- YOKE Assy (SPH-100)	1.00		Make	X.2
— 22850065 -- VLV gate flange x nst M	2.00	EA	Buy	BOM
— 30FE -- FERRULE 3" SS	4.00	EA	Buy	BOM
— 30FP -- PIPE 3" flexible	15.00	FT	Buy	BOM
— 30VC -- COUPLING 3" victaulic SS	4.00	EA	Buy	BOM
— 34AD -- DRAIN 3/4" automatic	2.00	EA	Buy	BOM
— 860-04-W01-2P03 -- VLV 860 bfly 4" gear rh	1.00	EA	Buy	BOM
— 860-04-W012P031P -- VLV 860 bfly 4" gear lh	1.00	EA	Buy	BOM
— 9407K14 -- BUNA-N O-RING CORD STOCK	1.46	FT	Buy	BOM
— AT-C-5612-F -- YOKE weldment assy	1.00	EA	Buy	BOM
— AT-C-5617-B -- BRACKET CYLINDER ATTACHMENT	4.00	EA	Buy	BOM
— AT-C-5629-D -- STEP bucket access	1.00	EA	Buy	BOM
— AT-C-5716-C -- FEED TUBE upper waterway	1.00	EA	Buy	BOM
— AT-C-5724 -- WELDMENT UPPER W/WAY TUBE "Y"	1.00	EA	Buy	STD
— AT-C-5728-A -- CLAMP waterway to yoke plmbing	4.00	EA	Buy	BOM
— AT-C-5729-B -- PIPE UPPER W/W LT HORZ	1.00	EA	Buy	STD
— AT-C-5730-B -- PIPE UPPER W/W RT HORZ	1.00	EA	Buy	STD
— AT-C-5751-A/S -- SWIVEL ASSY W/90DEG ELBOW 3"	2.00	EA	Buy	STD



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	Qty	UOM	Type	Origin
AT-C-6272 -- CYL bucket leveling	4.00	EA	Buy	BOM
AT-C-6353-A -- BUSHING ROD END LEVELING CYL	2.00	EA	Buy	BOM
AT-C-6354-A -- SPACER ROD END LEVELING CYL	4.00	EA	Buy	BOM
BR311101150 -- ELBOW 90 std brs 3/4"	2.00	EA	Buy	BOM
KW-12Z -- BEARING ROD END LEVEL CYL	4.00	EA	Buy	BOM
PGP24E32-32 -- BEARING SELF-LUBRICATING 1.5x2	4.00	EA	Buy	BOM
VT77A500 -- COUPLING 3" VICTAULIC ALUM	4.00	EA	Buy	BOM
VT77A600 -- COUPLING 4" VICTAULIC ALUM	1.00	EA	Buy	BOM
VT77A700 -- COUPLING 6" VICTAULIC ALUM	1.00	EA	Buy	BOM
94210016 -- AERIAL Platform 4-Door (SPH100)	1.00		Make	Z.11
8510006 -- ICC Lights, LED	1.00		Make	A.0
35001R -- LIGHT, LED, series 35, red, lens	3.00	EA	Buy	BOM
94736 -- PIGTAIL ground 18"	3.00	EA	Buy	BOM
8510007 -- ELECTRICAL, SPH100 Platform	1.00		Make	B.0
0460-204-12141 -- 12 PINS	3.00	EA	Buy	BOM
0462-203-12141 -- #12 SOCKETS	3.00	EA	Buy	BOM
638-S -- SWITCH foot W/522N35 boot	1.00	EA	Buy	BOM
AT-C-6148-B -- SUPPORT wire duck boom to bkt	1.00	EA	Buy	BOM
AT-C-6149-A -- WIRE GUARD BUCKET	1.00	EA	Buy	BOM
DTP04-4P-L012 -- CONNECTOR 4PIN FLANGE MOUNT	1.00	EA	Buy	BOM
DTP06-4S -- DEUTSCH 4PIN FEMALE 12GA CONN	1.00	EA	Buy	BOM
WP4P -- LOCKING WEDGE 12GA 4PIN MALE	1.00	EA	Buy	BOM
WP4S -- LOCKING WEDGE 12GA 4PIN FEMALE	1.00	EA	Buy	BOM
8711023 -- WARNING Light Whelen 600 Super LED	1.00		Make	A.0
60R02FRR -- LIGHT Super LED W/Flasher	1.00	EA	Buy	STD
6EFLANGE -- FLANGE KIT SERIES "E"	1.00	EA	Buy	STD
9420009 -- AERIAL PLATFORM 4-door AT-C-5359	1.00		Make	P.0
114017 -- SEALING PLUGS	2.00	EA	Buy	BOM
44-1466 -- RUBBER DOCK BUMPERS	3.00	EA	Buy	BOM
AT-C-1737-A -- PIVOT point platform	2.00	EA	Buy	BOM
AT-C-5232-C -- SIDE PLATE yoke mounting	2.00	EA	Buy	BOM
AT-C-5268 -- PLATFORM ASSY 100' 5 SECTION	1.00	EA	Buy	STD
AT-C-5369 -- BUCKET MOUNT WELDMENT LH	1.00	EA	Buy	BOM
AT-C-5379 -- BUCKET MOUNT WELDMENT RH	1.00	EA	Buy	BOM
AT-C-5611-D/S -- MANIFOLD MONITOR LH	1.00	EA	Buy	STD
AT-C-5630-D/S -- MANIFOLD MONITOR RH	1.00	EA	Buy	STD
AT-C-5675-C -- PANEL pedestal control	1.00	EA	Buy	BOM
AT-C-5718 -- PIVOT PIN ASSY 100 MAG 5-SEC	2.00	EA	Buy	BOM
AT-C-5727-A -- WASHER PIVOT PIN RETAINER	2.00	EA	Buy	BOM
AT-C-5824-C -- HANDRAIL BOOM TO BUCKET 100-5	4.00	EA	Buy	BOM
AT-C-5886-B -- HANDRAIL BOOM TO BUCKET 100-5	1.00	EA	Buy	BOM
AT-C-6069-A -- CLAMP bucket leveling valve	1.00	EA	Buy	BOM
AT-C-6131-A -- THRUST WASHER BUCKET PIVOT	6.00	EA	Buy	BOM
AT-C-6133-A -- SPACER PIVOT BUSHING	2.00	EA	Buy	BOM
AT-C-6508-B -- BUCKET assy tie off sling loop	4.00	EA	Buy	BOM
TAG326-A -- AERIAL RAPPEL WARNING	1.00	EA	Buy	BOM
TAG327-A -- LEVELING SYTEM OVERRIDE	1.00	EA	Buy	BOM
TAG328-A -- OPEN VALVES FALL HAZARD	1.00	EA	Buy	BOM
TAG370-A -- PLATFORM EQUIPMENT	1.00	EA	Buy	BOM
TAG405-A -- POWER LINE DANGER	1.00	EA	Buy	BOM
TAG409-B -- TAG caution exiting bucket	1.00	EA	Buy	BOM
9420025 -- LIGHTING, Platform Floor, LED	1.00		Make	C.0



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	Qty	UOM	Type	Origin
10PA4 -- SEAL boot for switch	1.00	EA	Buy	BOM
1TL1-2 -- SWITCH:toggle 1p.off-on	1.00	EA	Buy	BOM
8497K1 -- GUARD switch Cutler Hammer	1.00	EA	Buy	BOM
AT-C-7331-B -- NLA SEE SW6-17-9 SHROUD.lig	1.00	EA	Buy	BOM
PSCOCDCR -- LIGHT Strip 6 LED Ctr Step Lt	1.00	EA	Buy	STD
94210017 -- PARAPET Ladder (SPH100)	1.00		Make	X.1
9421010 -- PARAPET LADDER, SPH-100'	1.00		Make	W.1
94380A625 -- PIN clevis std.3/8"Dx2"OL	2.00	EA	Buy	BOM
9466T62 -- PULLEY 2.5"OD nyl brnz bearing	1.00	EA	Buy	BOM
AT-C-6198-A -- HANDLE bucket ladder	1.00	EA	Buy	BOM
AT-C-6201-L-B -- ASSY parapet deploy cable LH	1.00	EA	Buy	BOM
AT-C-6201-R-B -- ASSY parapet deploy cable RH	1.00	EA	Buy	BOM
AT-C-6203-A -- PLATE sheave support	1.00	EA	Buy	BOM
AT-C-6204-A -- SPACER sheave support	1.00	EA	Buy	BOM
AT-C-6205-A -- SPACER sheave support	1.00	EA	Buy	BOM
AT-C-6373-B -- BRKT parapet pivot assy	1.00	EA	Buy	BOM
AT-C-6508-B -- BUCKET assy tie off sling loop	2.00	EA	Buy	BOM
AT-C-6815-A -- TURNBUCKLE link adjustor	1.00	EA	Buy	BOM
AT-C-6836-C -- BLOCK pivot parapet ladder	1.00	EA	Buy	BOM
AT-C-6837-B -- SHAFT pivot parapet handle	1.00	EA	Buy	BOM
AT-C-7060-A -- ASSY parapet ladder	1.00	EA	Buy	BOM
FBP58201C -- FLAT BASE TULIP BOTTOM.MT	1.00	EA	Buy	BOM
SPD-2300-90 -- GAS CYLINDER (EAA-8700-90)	1.00	EA	Buy	BOM
TAG455-B -- TAG ladder belt tie off	4.00	EA	Buy	BOM
94210018 -- STOKES Arms Under Platform (SPH-100)	1.00		Make	N.2
9420002 -- STOKES Arms Under Platform AT-C-6540	1.00		Make	J.2
2713-PLUG -- PLUG 1" HOLE BLACK	2.00	EA	Buy	BOM
5697D -- SPRING LATCH SINGLE POINT	2.00	EA	Buy	BOM
AA1.0X1.0X.125 -- ANGLE alum.1"x1"x.125"	2.00	FT	Buy	BOM
AB-701 -- 3/4"ODx1/4" W/.312ID CTR HOLE	2.00	EA	Buy	BOM
AT-C-6212-B -- PLATE stokes arms	2.00	EA	Buy	BOM
AT-C-6213-A -- PLATE stokes arms	2.00	EA	Buy	BOM
AT-C-6214-A -- SPACER support arm	2.00	EA	Buy	BOM
AT-C-6215-B -- LATCH support arm	2.00	EA	Buy	BOM
AT-C-6264-1-A -- SPACER bucket w/stokes arms	2.00	EA	Buy	BOM
AT-C-6264-C -- ARM stokes basket support	2.00	EA	Buy	BOM
AT-C-6508-B -- BUCKET assy tie off sling loop	4.00	EA	Buy	BOM
TAG447 -- TAG stokes arm capacity	2.00	EA	Buy	BOM
TAG455-B -- TAG ladder belt tie off	2.00	EA	Buy	BOM
94210200 -- UNITY 6" SPOT LIGHT ON TOP RAIL OF PLATFORM	1.00		Make	C.0
9900060 -- SPOTLIGHT ON TOP RAIL OF PLATFORM	1.00		Make	B.0
7039 -- BRACKET angle base	1.00	EA	Buy	BOM
AG-C-H -- LIGHT 6"deck halogen spot clmp	1.00	EA	Buy	BOM
94210315 -- BOOM CONTROLS SPH100 Platform	1.00		Make	AA.2
9420001 -- CONTROL Panel AT-C-6041 (SPH100 Platform)	1.00		Make	X.2
0460-204-12141 -- 12 PINS	4.00	EA	Buy	BOM
0462-201-16141 -- SOCKET FEMALE 16-18GA DEUTSCH	24.00	EA	Buy	BOM
0462-201-1631 -- SOCKET DEUTSCH SZ 16 GOLD	36.00	EA	Buy	BOM
0462-201-2031 -- GOLD SOCKET	6.00	EA	Buy	BOM
1011-026-0205 -- MOUNTING CLIP DTM SERIES GRAY	8.00	EA	Buy	STD



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	Qty	UOM	Type	Origin
104434 -- MODULE PDM 8 CHANNEL OUTPUT	2.00	EA	Buy	BOM
104508 -- MODULR 16-CHANNEL INPUT SWITCH	1.00	EA	Buy	BOM
104670 -- MODULE low watt output	1.00	EA	Buy	BOM
109342 -- SPS-2 SMART SWITCH PANEL	1.00	EA	Buy	BOM
10PA4 -- SEAL boot for switch	1.00	EA	Buy	BOM
1TL1-2 -- SWITCH toggle 1p off-on	1.00	EA	Buy	BOM
2TL1-3 -- SWITCH toggle 2p on-on	1.00	EA	Buy	BOM
638-S -- SWITCH foot W/522N35 boot	1.00	EA	Buy	BOM
8497K1 -- GUARD switch Cutler Hammer	1.00	EA	Buy	BOM
89F1929 -- 2" ALUM. THRD. STANDOFF 6-32	4.00	EA	Buy	BOM
96F5895 -- RECEPTICLE CAP 97 SERIES	1.00	EA	Buy	BOM
97-3102A14S-5P -- AMPHENOL BOX RECP 5 CONTACTS	1.00	EA	Buy	BOM
AT-C-1869 -- HINGE pedestal cover	1.00	EA	Buy	BOM
AT-C-5676-B -- PANEL bucket control	1.00	EA	Buy	BOM
AT-C-5780-G -- CNTRL BOX upper aerial bucket	1.00	EA	Buy	BOM
AT-C-6005-B -- CABLE ASSY leveling motor pwr	1.00	EA	Buy	BOM
AT-C-6727-C -- HARNESS bucket 4dr term box	1.00	EA	Buy	BOM
AT-C-6923-A -- COVER bucket control panel	1.00	EA	Buy	BOM
DMS4M12114 -- DIGISENSOR LOWER CONTROLS	3.00	EA	Buy	BOM
DT04-12P -- DEUTSCH CONNECTORS	1.00	EA	Buy	STD
DT04-12PA-L012 -- 12 PIN RECEPT W/FLANGE	1.00	EA	Buy	BOM
DT04-3P-L012 -- DEUTSCH 3 PIN RECEPT W/FLANGE	2.00	EA	Buy	BOM
DT04-3P-P007 -- "T" RECEPTACLE J-1939	4.00	EA	Buy	BOM
DT06-3S -- DEUTSCH CONNECTORS	12.00	EA	Buy	BOM
DT06-3S-P006 -- DEUTSCH RESIST TERM PLUG J1939	1.00	EA	Buy	BOM
DTHD04-14P-L013 -- FLANGED POWER PLUG	1.00	EA	Buy	BOM
DTM06-12SA -- DEUTSCH MINI 12 WAY PLUG	3.00	EA	Buy	BOM
DTM06-12SB -- DEUTSCH 12 WAY MINI PLUG B POS	2.00	EA	Buy	BOM
DTP04-4P-L012 -- CONNECTOR 4PIN FLANGE MOUNT	1.00	EA	Buy	BOM
HD34-24-31PT -- RCPTL 31-pin Deutsch	2.00	EA	Buy	BOM
UO-09-515-Q -- ALARM ultra whoop tone	1.00	EA	Buy	BOM
W12P -- LOCKING WEDGE	1.00	EA	Buy	BOM
W3P -- DEUTSCH DT SERIES LKG WEDGES	2.00	EA	Buy	BOM
W3S-1939-P012 -- WEDGELOCK J-1939 RECEPTACLE	6.00	EA	Buy	BOM
WM-12S -- SECONDARY WEDGE LOCK	5.00	EA	Buy	BOM
94210351 -- 120 VOLT OUTLET IN SPH100' PLATFORM	1.00		Make	G.19
9300243 -- 120V OUTLET IN PLATFORM 110' AERIAL, SPH	1.00		Make	E.21
081-0015-05 -- 10-24X3/4 SS WELD STUD	5.00	EA	Buy	BOM
081-0016-05 -- 1/4X20X3/4 SS WELD STUD	25.00	EA	Buy	BOM
1/2PVC -- 1/2" PVC CONDUIT GRAY	3.09	FT	Buy	BOM
2081-SI -- GFCI, DEAD FRONT BREAKER	1.00	EA	Buy	BOM
2311 -- HUBBELL PLUG	1.00	EA	Buy	BOM
3000030-01-0092 -- TAG 125V 15A 1PH sz C	1.00	EA	Buy	BOM
3000030-01-0709 -- TAG GFI breaker sz C	1.00	EA	Buy	BOM
3000255-24 -- SIZE C VERBIAGE BEZEL BLACK	2.00	EA	Buy	BOM
4710 -- RECEPTACLE SINGLE L5-15R	1.00	EA	Buy	BOM
5133320 -- PVC 20A SINGLE COVER	1.00	EA	Buy	BOM
5133348 -- GFI RECP COVER PLATE PLASTIC	1.00	EA	Buy	BOM
5133350 -- PVC SINGLE 15A COVER	1.00	EA	Buy	BOM
5133430 -- STRAIN RELIEF CONNECTOR 1/2"	3.00	EA	Buy	BOM
5133542 -- BOX 2 hole PVC 3/4"	1.00	EA	Buy	STD
5251-1 -- SINGLE RECEPTACLE 15A/125V	1.00	EA	Buy	BOM
CG3150 -- GRIP strain relief .312-.437	4.00	EA	Buy	BOM
E979EF5133545 -- BOX 3 hole FSCC 3/4"	1.00	EA	Buy	BOM
E980C5133362 -- 1 GANG PVC BLANK COVER	2.00	EA	Buy	BOM
EFC-050 -- CONDUIT 1/2" non collapsible	1.00	FT	Buy	BOM



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	Qty	UOM	Type	Origin
— HD36-18-8PN059 -- DEUTSCH CONNECTOR	1.00	EA	Buy	BOM
— LT20D5441001 -- CONNECTOR 90 PVC 1/2"	1.00	EA	Buy	BOM
— LT43D6441001 -- CONNECTOR st PVC 1/2"	5.00	EA	Buy	BOM
— PVC-3/4 -- 3/4" SCH 40 PVC CONDUIT	4.00	FT	Buy	BOM
— SC-2002-187 -- GASKET 3/16 THK/KUSSMAL COVER	2.00	EA	Buy	BOM
— SCEPTER 1825 -- 3/4x1/2 THRD REDUCER BUSHING	6.00	EA	Buy	BOM
— THHN.12STR -- WIRE 12GA THHN	12.00	FT	Buy	BOM
— 94210515 -- MONITOR, AKRON 3473, MANUAL 1000 GPM, LEFT	1.00		Make	F.0
— 9420005 -- MONITOR, AKRON 3473 1000 GPM MANUAL	1.00		Make	F.0
— 34730015/S -- GEMINI 4" FLANGE x 2.5" NH EXT. GEAR	1.00	EA	Buy	STD
— 94210531 -- MONITOR Elkhart 8500 VULCAN RF w/Nozzle & Shaper	1.00		Make	H.6
— 9420006 -- MONITOR, RS, ELKHART VULCAN RF	1.00		Make	I.6
— 08500552-A -- MONITOR Vulcan RF aerial th	1.00	EA	Buy	STD
— 94210668 -- NOZZLE, AKRON 5160 AUTO. (LEFT)	1.00		Make	C.0
— 9420017 -- NOZZLE, AKRON 5160 AUTO. (LEFT)	1.00		Make	C.0
— 5160/S -- NOZZLE 2.5" 250-1250G AKROMTIC	1.00	EA	Buy	STD
— 94210705 -- YOKE OUTLETS 2.5" M NH (SPH-100)	1.00		Make	B.14
— 9421070 -- YOKE Outlets 2.5" M NH (SPH-100)	1.00		Make	A.14
— 94210802 -- WATER Curtain 75 gpm (SPH100)	1.00		Make	J.11
— 9300248 -- 75 GPM WATER CURTAIN 110' AERIAL SPH100'	1.00		Make	J.12
— 10BV -- 1" BALL VALVE 1/4 TURN	1.00	EA	Buy	BOM
— 1X90DEG -- FTG pvc elbow 1" 90deg	1.00	EA	Buy	BOM
— 1X90XTHRD -- FTG pvc elbow 1" 90deg	1.00	EA	Buy	BOM
— 3000031-01-1877 -- WATER CURTAIN SIZE B BLACK	1.00	EA	Buy	BOM
— 3001299-01 -- TAG push/pull w/cutout red	1.00	EA	Buy	BOM
— 40010 -- 1" PVC PIPE SCH. 40	4.25	FT	Buy	BOM
— 436010 -- ADPT MALE SCH40 PVC 1"	2.00	EA	Buy	BOM
— 44665K221 -- NIPPLE SCH40 6061 ALUM 1"x1.5"	1.00	EA	Buy	BOM
— 44665K223 -- NIPPLE SCH40 6061 ALUM 1"x2"	1.00	EA	Buy	BOM
— 44665K358 -- NIPPLE SCH40 6061 ALUM 1"x5"	1.00	EA	Buy	BOM
— 44705K297 -- ELBOW 90DEG SCH40 ALUM 1"	1.00	EA	Buy	BOM
— 458010 -- UNION SCH40 PVC 1" NPT	1.00	EA	Buy	BOM
— NTL-C -- NOZZLE 1" FIXED PRE-SET	1.00	EA	Buy	BOM
— 94210995 -- INTERCOM Fire Research IC301 3-Station	1.00		Make	B.0
— 9421090 -- INTERCOM Fire Research IC301 3-Station	1.00		Make	A.0
— IC301 -- 3-STATION INTERCOM W/MIC	1.00	EA	Buy	STD
— 94211150 -- PLATFORM Brthng Air w/6000psi Tank (SP95/100)	1.00		Make	L.8
— 9300063 -- BREATHING AIR SAFETY VALVE IN PLATFORM	1.00		Make	G.4
— 10-263 -- FITTING STRT 1/4MNPTX3/8M45FLAR	1.00	EA	Buy	STD
— 10-294 -- FITTING 90 1/4MNPTX3/8M45FLARE	1.00	EA	Buy	STD
— 116A-B -- ELBOW brs 90 1/4" M	1.00	EA	Buy	BOM
— 1518 -- DOUBLE EAR CLAMP	8.00	EA	Buy	STD
— 32-105 -- FITTING 3/8 BARBED 45 FLARE	2.00	EA	Buy	STD
— 32-201 -- 1/4"x3/8" SWIVEL HOSE BARB	6.00	EA	Buy	BOM



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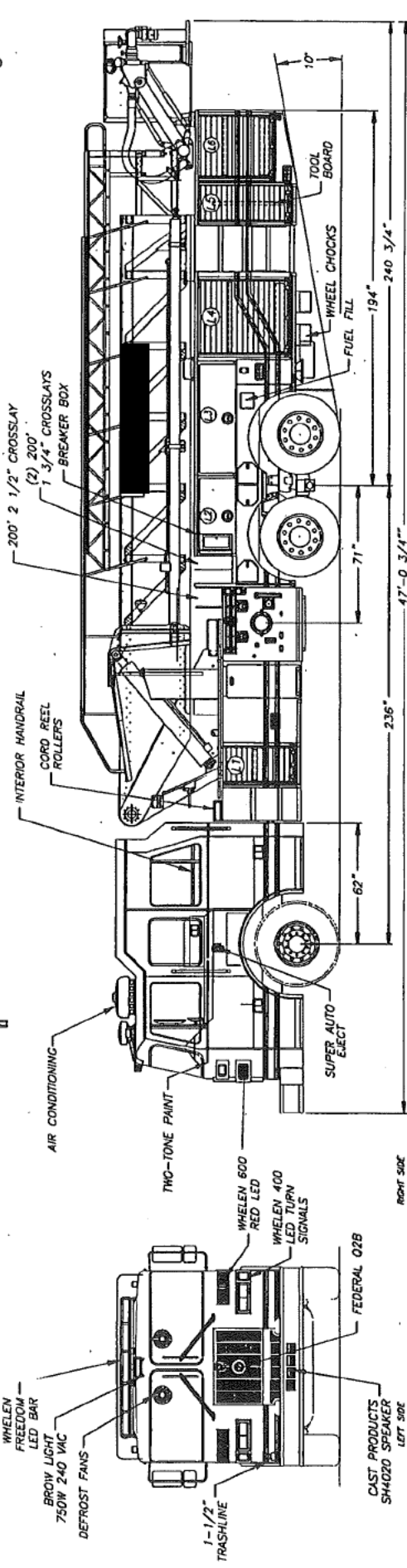
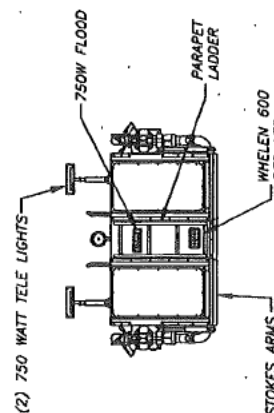
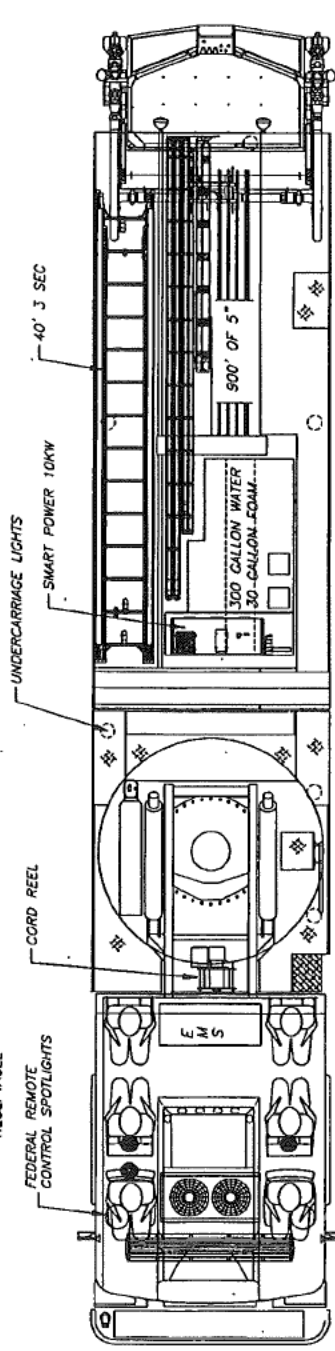
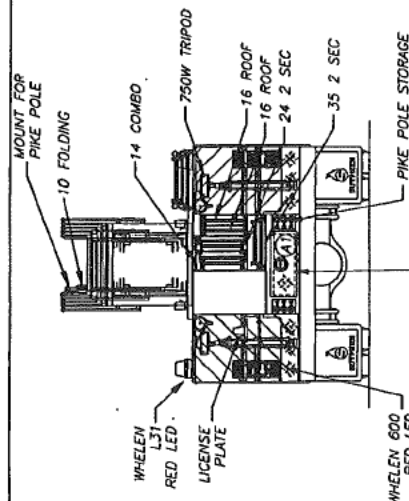
Printed On: 10/05/09

Printed By: rleveck

Page Num: 62

Tree View (User Defined)

	Qty	UOM	Type	Origin
YVA-3010 -- VALVE	1.00	EA	Buy	BOM
9300066 -- BREATHING AIR FILTER	1.00		Make	D.0
110A-DB -- 1/2"x1/4" BRASS HEX BUSHING	1.00	EA	Buy	BOM
28-157 -- 1/4" ST. ELBOW BRASS 90DEG.	0.00	EA	Buy	BOM
28-301 -- BRASS BULKHEAD FITTING 1/4"	2.00	EA	Buy	BOM
AT-C-7374-A -- SPACER air filter bucket	1.00	EA	Buy	BOM
POASUTPHEN -- POINT OF ATTACHMENT FOR BUCKET	1.00	EA	Buy	BOM
9300083 -- AIR TANK 6000 PSI ON TURNTABLE	1.00		Make	F.7
702-2 -- CGA702 NUT FOR 6000PSI REG.	1.00	EA	Buy	STD
702-3 -- CGA702 NIPPLE FOR 6000PSI REG	1.00	EA	Buy	STD
721G -- REGULATOR W/GAUGES & SAFETY	1.00	EA	Buy	STD
M2750 -- CYL air 6000PSI w/CGA702	1.00	EA	Buy	BOM
P-4000EA -- UNISTRUT alum 1-5/8"x13/16"	0.67	FT	Buy	BOM
P1126 -- AIR BOTTLE BRACKET	1.00	EA	Buy	BOM
QDM6SET -- QUICK DISCONNECT 6000 SET	1.00	EA	Buy	STD
RCAP -- DUST CAP MALE CGA347	1.00	EA	Buy	STD
9300090 -- BREATHING ALARM	1.00		Make	C.0
AM-PS-300 -- PRESSURE SWITCH 300PSI AM-FLD	1.00	EA	Buy	BOM
AM-PS-900 -- PRESSURE SWITCH 900PSI AM-FLD	1.00	EA	Buy	BOM
9400037 -- AIR Line (SP95 Cable Track)	1.00		Make	A.2
A1243H -- PVC AIR BREATHING HOSE 3/8"	145.00	FT	Buy	BOM
94295001 -- LIFT Ring Single 800# Under Platform Yoke (SPH100)	1.00		Make	B.0
AT-C-6381 -- ASSY, Lift Eye, Single 800# Under Yoke	1.00		Make	A.0
AT-C-6379-A -- BAR dual lifting eye	1.00	EA	Buy	STD
AT-C-6380-A -- SLEEVE single lifting eye	2.00	EA	Buy	BOM
AT-C-6382 -- LINK, Lift Eye	1.00		Make	A.0
30765T85 -- SLING LINK oval 1/2" sst	1.00	EA	Buy	BOM
97010300 -- NATIONAL PUMP TEST	1.00		Make	B.0
6003512 -- TEST Pump (National)	1.00		Make	B.0
P/TEST/S -- PUMP TEST	1.00	EA	Buy	STD
97030000 -- NATIONAL BOOM TEST, CERTIFIED, NFPA 1901	1.00		Make	C.0
9300172 -- BOOM TEST	1.00		Make	B.0
AT/TEST/S -- AERIAL LADDER INSPECTION	1.00	EA	Buy	STD
99010020 -- OPERATOR Manual w/Video (SPH100)	1.00		Make	E.15



THE INFORMATION PRESENTED ON THIS DOCUMENT IS TO BE USED FOR ILLUSTRATIVE PURPOSES ONLY AND IT MAY NOT REFLECT AESTHETICALLY OR OTHERWISE PAST OR PRESENT MANUFACTURED PRODUCTS. SUTPHEN CORPORATION RESERVES THE RIGHT TO MAKE CHANGES IN THE DESIGN OF OUR PRODUCTS AT ANY TIME.

	SUTPHEN CORPORATION 7000 COLUMBIA-BAY-SKULE ROAD JARVIS, OHIO 43002		42 18 1/2 2000' x 12'	
	T. STITES 11/10/08		GREEN VALLEY FIRE DIST. SPH 100'	
DATE NONE		42 18 1/2 2000' x 12'		HS-4596

COMPARTMENT DIMENSIONS		
HEIGHT	WIDTH	DEPTH
9 7/8	26	68

DOOR OPENINGS		REAR COMPARTMENT	
COMP'T.	HEIGHT	BROTH	
A1	9' 1/8	7' 1/2	

COMPARTMENT DIMENSIONS		
HEIGHT	WIDTH	DEPTH
3 1/2	40	27 1/2
3 1/2	44	26 1/2
3 1/2	58	26 1/2
3 1/2	45 3/4	26 1/2
3 1/2	45 3/4	26 1/2
1 1/8	3 3/4	26 1/2

NO.	WGT.	WGT.	WGT.
1	31 1/2	33 1/2	34 1/2
2	16	36 3/4	38 3/4
3	15 3/4	50 3/4	52 3/4
4	40 1/2	58 3/4	60 3/4
5	40 1/2	58 3/4	60 3/4
6	32 1/8	30 7/8	32 7/8

TENT DIMENSIONS		COM
WIDTH	DEPTH	R
20 1/4	27 1/2	R
44	12 1/8	R
58	12 1/8	R
45 3/4	26 1/2	R
22	26 1/2	R
37 3/4	26 1/2	R

OPENINGS		COMPACTIONS	
HEIGHT	WIDTH	HEIGHT	WIDTH
1 1/2"	1 3/4"	38 1/2"	19 1/2"
16	36 3/4"	19 1/2"	19 1/2"
5 3/4"	50 1/4"	49 1/2"	48 1/2"
0 1/2"	39 3/4"	40 1/8"	40 1/8"
0 1/2"	35 1/8"		
2 1/8"	35 1/8"		

[illegible]

History for KAZGREEN8

██████████ AZ USA, ██████████ AZ — Current Conditions

Daily Summary for August 15, 2012

Top of Form

« Previous Day August 15 2012 View Next Day »

Bottom of Form

Daily Weekly Monthly Yearly Custom

	Current:	High:	Low:	Average:
Temperature:	78.7 °F	95.3 °F	71.1 °F	81.5 °F
Dew Point:	69.0 °F	68.0 °F	58.0 °F	63.6 °F
Humidity:	71%	89%	30%	58%
Wind Speed:	1.0mph	10.0mph	-	2.3mph
Wind Gust:	-	0.0mph	-	-
Wind:	SE	-	-	West
Pressure:	30.00in	29.94in	29.75in	-
Precipitation:	0.10in			

Statistics for the rest of the month

	High:	Low:	Average:
Temperature:	106.1 °F	67.8 °F	83.6 °F
Dew Point:	72.0 °F	42.0 °F	61.4 °F
Humidity:	93.0%	13.0%	51.4%
Wind Speed:	14.0mph from the SSE	-	1.6mph
Wind Gust:	0.0mph from the North	-	-
Wind:	-	-	SW
Pressure:	30.02in	29.67in	-
Precipitation:	0.88in		

Certify This Report

About This Station

Lat: N 31 ° 51 ' 16 " (31.855 °)

Lon: W 110 ° 58 ' 32 " (-110.976 °)

Elevation (ft): 2980

Hardware: vantagepro2

Weather Station Software: weatherlink.com 1.10

Visit the website.

Current Conditions XML

Daily Observations XML

Full Screen RapidFire Flash View

Viewed 35 times since September 1, 2012

Distance Calculator

Top of Form

Tabular Data for August 15, 2012

Time	Temp.	Heat Index	Dew Point	Pressure	Wind	Wind Speed	Wind Gust	Humidity	Rainfall Rate (Hourly)
00:00	73.4 °F-		65.0 °F	29.82in	SSE	1.0mph	-	74%	- / 0.00in total
00:17	73.4 °F-		64.0 °F	29.81in	SSE	1.0mph	-	73%	- / 0.00in total
00:32	73.3 °F-		65.0 °F	29.81in	Calm		-	75%	- / 0.00in total
00:47	73.2 °F-		65.0 °F	29.81in	SSE	2.0mph	-	75%	- / 0.00in total
01:02	73.2 °F-		65.0 °F	29.81in	SSE	1.0mph	-	76%	- / 0.00in total
01:17	73.0 °F-		66.0 °F	29.82in	SSE	1.0mph	-	78%	- / 0.00in total
01:31	73.3 °F-		65.0 °F	29.81in	SSW	1.0mph	-	75%	- / 0.00in total
01:47	74.4 °F-		64.0 °F	29.82in	SW	1.0mph	-	70%	- / 0.00in total
02:02	75.1 °F-		63.0 °F	29.82in	SW	2.0mph	-	66%	- / 0.00in total
02:18	75.4 °F-		63.0 °F	29.83in	West	8.0mph	-	65%	- / 0.00in total
02:33	76.1 °F-		63.0 °F	29.85in	WSW	7.0mph	-	64%	- / 0.00in total
02:48	75.8 °F-		64.0 °F	29.84in	SW	7.0mph	-	67%	- / 0.00in total
03:02	75.0 °F-		64.0 °F	29.85in	SW	3.0mph	-	69%	- / 0.00in total
03:19	74.8 °F-		64.0 °F	29.85in	Calm		-	70%	- / 0.00in total
03:34	74.4 °F-		64.0 °F	29.85in	Calm		-	70%	- / 0.00in total
03:49	74.4 °F-		64.0 °F	29.84in	Calm		-	69%	- / 0.00in total
04:03	74.9 °F-		64.0 °F	29.84in	West	2.0mph	-	69%	- / 0.00in total
04:18	74.4 °F-		65.0 °F	29.83in	South	1.0mph	-	72%	- / 0.00in total
04:34	73.7 °F-		65.0 °F	29.83in	Calm		-	75%	- / 0.00in total
04:49	73.0 °F-		65.0 °F	29.83in	Calm		-	76%	- / 0.00in total
05:04	72.5 °F-		65.0 °F	29.82in	Calm		-	77%	- / 0.00in total
05:19	72.1 °F-		65.0 °F	29.83in	Calm		-	79%	- / 0.00in total
05:34	71.8 °F-		65.0 °F	29.82in	Calm		-	80%	- / 0.00in total
05:50	71.7 °F-		65.0 °F	29.82in	South	1.0mph	-	80%	- / 0.00in total
06:05	72.0 °F-		65.0 °F	29.83in	South	1.0mph	-	79%	- / 0.00in total
06:20	72.2 °F-		65.0 °F	29.83in	Calm		-	79%	- / 0.00in total
06:34	72.4 °F-		65.0 °F	29.84in	Calm		-	78%	- / 0.00in total
06:49	73.1 °F-		66.0 °F	29.84in	Calm		-	78%	- / 0.00in total
07:04	74.1 °F-		66.0 °F	29.84in	Calm		-	75%	- / 0.00in total
07:19	74.3 °F-		66.0 °F	29.85in	Calm		-	75%	- / 0.00in total
07:34	74.7 °F-		66.0 °F	29.86in	Calm		-	74%	- / 0.00in total
07:49	75.4 °F-		66.0 °F	29.86in	WNW	1.0mph	-	73%	- / 0.00in total
08:04	77.4 °F-		66.0 °F	29.87in	Calm		-	69%	- / 0.00in total

Time	Temp.	Heat Index	Dew Point	Pressure	Wind	Wind Speed	Wind Gust	Humidity	Rainfall Rate (Hourly)
08:19	78.8 °F	-	66.0 °F	29.88in	South	1.0mph	-	65%	- / 0.00in total
08:34	79.3 °F	-	66.0 °F	29.87in	Calm	-	-	64%	- / 0.00in total
08:50	80.1 °F	81.9 °F	65.0 °F	29.87in	SW	1.0mph	-	61%	- / 0.00in total
09:06	81.9 °F	83.6 °F	65.0 °F	29.86in	Calm	-	-	57%	- / 0.00in total
09:21	83.0 °F	84.5 °F	64.0 °F	29.86in	SW	1.0mph	-	53%	- / 0.00in total
09:36	84.0 °F	84.9 °F	63.0 °F	29.87in	Calm	-	-	50%	- / 0.00in total
09:51	85.3 °F	86.1 °F	63.0 °F	29.87in	SW	1.0mph	-	47%	- / 0.00in total
10:06	85.9 °F	86.7 °F	63.0 °F	29.87in	Calm	-	-	46%	- / 0.00in total
10:21	87.1 °F	87.8 °F	63.0 °F	29.86in	NNW	2.0mph	-	44%	- / 0.00in total
10:36	87.5 °F	88.6 °F	64.0 °F	29.86in	North	4.0mph	-	45%	- / 0.00in total
10:52	87.3 °F	88.1 °F	63.0 °F	29.86in	NNW	1.0mph	-	45%	- / 0.00in total
11:08	88.2 °F	89.3 °F	64.0 °F	29.86in	Calm	-	-	44%	- / 0.00in total
11:22	88.6 °F	89.3 °F	63.0 °F	29.85in	NNW	1.0mph	-	42%	- / 0.00in total
11:37	88.8 °F	89.6 °F	63.0 °F	29.85in	NW	1.0mph	-	42%	- / 0.00in total
11:53	89.6 °F	90.4 °F	63.0 °F	29.84in	NW	1.0mph	-	41%	- / 0.00in total
12:08	89.8 °F	90.7 °F	63.0 °F	29.84in	NNW	1.0mph	-	41%	- / 0.00in total
12:23	90.9 °F	91.7 °F	63.0 °F	29.84in	NE	1.0mph	-	40%	- / 0.00in total
12:39	91.0 °F	91.8 °F	63.0 °F	29.83in	Calm	-	-	39%	- / 0.00in total
12:54	91.5 °F	91.9 °F	62.0 °F	29.83in	WNW	4.0mph	-	38%	- / 0.00in total
13:09	91.8 °F	92.3 °F	62.0 °F	29.83in	Calm	-	-	37%	- / 0.00in total
13:23	92.7 °F	92.2 °F	60.0 °F	29.83in	WSW	2.0mph	-	34%	- / 0.00in total
13:39	92.6 °F	92.8 °F	61.0 °F	29.82in	NNE	7.0mph	-	35%	- / 0.00in total
13:54	93.3 °F	93.4 °F	61.0 °F	29.81in	NNW	4.0mph	-	34%	- / 0.00in total
14:09	93.3 °F	93.1 °F	60.0 °F	29.80in	North	6.0mph	-	33%	- / 0.00in total
14:24	93.8 °F	93.8 °F	61.0 °F	29.80in	North	2.0mph	-	33%	- / 0.00in total
14:40	94.5 °F	94.4 °F	60.0 °F	29.79in	WSW	6.0mph	-	32%	- / 0.00in total
14:55	94.8 °F	94.9 °F	61.0 °F	29.78in	NW	5.0mph	-	32%	- / 0.00in total
15:09	94.6 °F	94.2 °F	60.0 °F	29.77in	NW	4.0mph	-	31%	- / 0.00in total
15:26	94.7 °F	94.0 °F	59.0 °F	29.77in	NW	4.0mph	-	30%	- / 0.00in total
15:41	94.2 °F	93.3 °F	58.0 °F	29.76in	Calm	-	-	30%	- / 0.00in total
15:55	94.7 °F	94.7 °F	61.0 °F	29.75in	WNW	5.0mph	-	32%	- / 0.00in total
16:10	95.0 °F	94.4 °F	59.0 °F	29.75in	WNW	8.0mph	-	30%	- / 0.00in total
16:26	95.3 °F	94.8 °F	59.0 °F	29.75in	WNW	10.0mph	-	30%	- / 0.00in total
16:42	94.6 °F	94.2 °F	60.0 °F	29.76in	WNW	7.0mph	-	31%	- / 0.00in total
16:56	94.2 °F	93.6 °F	59.0 °F	29.76in	WNW	5.0mph	-	31%	- / 0.00in total
17:12	92.8 °F	92.3 °F	60.0 °F	29.76in	NNW	8.0mph	-	33%	- / 0.00in total
17:26	92.4 °F	91.8 °F	59.0 °F	29.76in	WNW	6.0mph	-	33%	- / 0.00in total
17:41	92.2 °F	91.5 °F	59.0 °F	29.75in	WNW	8.0mph	-	33%	- / 0.00in total
17:56	92.0 °F	91.6 °F	60.0 °F	29.76in	WNW	1.0mph	-	34%	- / 0.00in total
18:13	92.0 °F	91.2 °F	59.0 °F	29.77in	NW	9.0mph	-	33%	- / 0.00in total
18:28	90.9 °F	90.4 °F	60.0 °F	29.78in	West	3.0mph	-	35%	- / 0.00in total
18:43	90.4 °F	90.3 °F	61.0 °F	29.79in	NW	1.0mph	-	37%	- / 0.00in total
18:57	89.7 °F	89.6 °F	61.0 °F	29.79in	NNW	4.0mph	-	38%	- / 0.00in total
19:13	88.8 °F	89.3 °F	62.0 °F	29.80in	NW	4.0mph	-	40%	- / 0.00in total
19:29	88.5 °F	88.6 °F	61.0 °F	29.82in	NW	5.0mph	-	40%	- / 0.00in total
19:45	88.3 °F	88.3 °F	61.0 °F	29.84in	Calm	-	-	40%	- / 0.00in total
20:00	80.3 °F	82.4 °F	66.0 °F	29.85in	SSE	5.0mph	-	62%	- / 0.03in total

Time	Temp.	Heat Index	Dew Point	Pressure	Wind	Wind Speed	Wind Gust	Humidity	Rainfall Rate (Hourly)
20:15	75.3 °F-		65.0 °F	29.87in	SSW	4.0mph	-	70%	- / 0.03in total
20:30	74.1 °F-		68.0 °F	29.87in	South	1.0mph	-	81%	- / 0.03in total
20:44	74.4 °F-		68.0 °F	29.88in	SSE	6.0mph	-	79%	- / 0.03in total
21:01	73.9 °F-		67.0 °F	29.90in	SSE	2.0mph	-	79%	- / 0.03in total
21:16	72.8 °F-		66.0 °F	29.90in	South	1.0mph	-	79%	- / 0.04in total
21:31	72.7 °F-		66.0 °F	29.90in	Calm		-	80%	- / 0.04in total
21:46	72.2 °F-		65.0 °F	29.90in	South	2.0mph	-	79%	- / 0.05in total
22:00	71.8 °F-		66.0 °F	29.91in	South	1.0mph	-	82%	- / 0.06in total
22:16	71.3 °F-		67.0 °F	29.91in	Calm		-	86%	- / 0.08in total
22:31	71.2 °F-		68.0 °F	29.90in	South	1.0mph	-	88%	- / 0.09in total
22:45	71.1 °F-		68.0 °F	29.90in	South	1.0mph	-	89%	- / 0.09in total
23:01	71.1 °F-		67.0 °F	29.91in	SSE	4.0mph	-	88%	- / 0.10in total
23:16	71.6 °F-		67.0 °F	29.91in	South	2.0mph	-	86%	- / 0.10in total
23:31	71.5 °F-		68.0 °F	29.92in	SSE	1.0mph	-	87%	- / 0.10in total
23:47	71.5 °F-		68.0 °F	29.94in	Calm		-	89%	- / 0.10in total



CAD Abstract

Number of Responses : 1

Sequence Number: [REDACTED]

Call Answered	Call Code RESCUE NATURE UNKNOWN	Case Number [REDACTED] PYFD:08/16/2012-0000237 DHFD:08/16/2012-0004452	
Created 08/15/2012 17:56:21	Dispatched 08/15/2012 17:56:25	Completed 08/16/2012 00:12:43	Disposed 08/16/2012 00:12:52

Response Information

Response Type : RESCUE NATURE UNKNOWN
Reason for Stop :
Stop Statute :
Primary Resource : [REDACTED]
Primary Trooper : [REDACTED]
Response Origin : CAD
Disposition Codes : COMPLETED

Incident Information

Validated Address : : True

Common Place : [REDACTED] Zone : 146
House Number : [REDACTED] City :
Street Name : LA CANADA State:
Suffix : N ZIP Code :
Street Type : DR X Coordinate : 986321.6959993200
Cross Streets: Y Coordinate: 319107.7131880200
Free Format Address : [REDACTED]

08/15/2012 17:56:21 [REDACTED]

Resource Activity Summary			
08/15/2012 17:57:18	B151	Dispatched	/DISP03
08/15/2012 17:57:18	B151	At Scene	/DISP03
08/16/2012 00:12:43	B151	Cleared	USA/DISP01
08/15/2012 17:58:25	EP153	Dispatched	/DISP03
08/15/2012 17:58:54	EP153	Enroute	
08/15/2012 18:01:25	EP153	At Scene	
08/15/2012 21:18:13	EP153	Cleared	
08/15/2012 17:58:25	EP154	Dispatched	
08/15/2012 17:58:46	EP154	Enroute	
08/16/2012 18:00:58	EP154	At Scene	
08/16/2012 20:09:24	EP154	Cleared	
08/15/2012 18:12:37	LIFELINE3	Dispatched	
08/15/2012 18:12:40	LIFELINE3	Enroute	
08/15/2012 18:46:05	LIFELINE3	Cleared	
08/16/2012 18:03:58	P851	Dispatched	
08/15/2012 18:04:07	P851	Enroute	
08/15/2012 18:07:11	P851	Staging	
08/15/2012 18:07:13	P851	At Scene	
08/16/2012 18:08:38	P851	Transporting	
08/15/2012 19:36:10	P851	At Hospital	
08/16/2012 21:22:55	P851	Cleared	
08/15/2012 17:58:25	P853	Dispatched	
08/15/2012 17:58:44	P853	Enroute	
08/15/2012 18:01:23	P853	At Scene	
08/15/2012 18:54:11	P853	Transporting	
08/15/2012 19:27:22	P853	At Hospital	
08/15/2012 21:53:41	P853	Cleared	
08/15/2012 17:58:25	P854	Dispatched	
08/15/2012 18:07:35	P854	At Scene	
08/15/2012 19:23:30	P854	Transporting	
08/15/2012 20:01:47	P854	At Hospital	
08/15/2012 20:54:17	P854	Cleared	
08/15/2012 18:38:22	PM881	Dispatched	
08/15/2012 18:39:13	PM881	Enroute	
08/15/2012 18:30:09	PM881	Cleared	
08/15/2012 18:17:44	SQ443	Dispatched	
08/15/2012 18:17:50	SQ443	Enroute	
08/15/2012 18:41:22	SQ443	At Scene	
08/15/2012 18:46:50	SQ443	Cleared	
08/15/2012 18:00:25	TR271	Dispatched	
08/15/2012 18:01:46	TR271	Enroute	
08/15/2012 18:30:15	TR271	At Scene	
08/15/2012 18:59:07	TR271	Cleared	

Incident Details		
08/15/2012 17:57:51	EMS ASSIGNMENT - PER CHIEF 151 ON SCENE WITH COMMAND, REQUESTS START 2 ENGINES AND 2 MEDICS	DISP03
08/15/2012 17:58:22	COMMAND REQ LADDER TRUCJ	DISP02
08/15/2012 17:58:25	K FROM PASCUA	DISP02
08/15/2012 17:59:12	WIL BE EMS CAPTAIN	DISP02
08/15/2012 17:59:21	COMMAND REQ TUBAC ENGINE FOR COVERAGE	DISP02
08/15/2012 17:59:57	COMMAND REQ PCSO AND HELP LAUNCH	DISP02
08/15/2012 18:02:02	CORRECTION COMMAND REQ PCSO AND HOLE LAUNCH	DISP02
08/15/2012 18:02:22	S EXTRICATION	DISP02
08/15/2012 18:07:32	MEDICAL TRAFFIC SWITCHING TO F4	DISP02
08/15/2012 18:10:19	LIFELINE 3 HAS 5 MIN ETA	DISP02
08/15/2012 18:10:37	COMMAND REQ CONTACT	DISP02
08/15/2012 18:14:10	ETA OF 10 - 15 MIN ETA	DISP02
08/15/2012 18:29:08	UNABLE TO SWITCH TO	DISP02
08/15/2012 18:29:22	FREQUENCY COMMAND REQ RENDEVOUS WITH STAGING CAPTAIN	DISP02
08/15/2012 18:36:28	PER COMMAND, WILL HAVE 3 PTS TRANSPORTED BY GROUND TRANSPORT, LIFELINE3 ASKED TO CX LANDING UNTIL UNITS DEPART THEN LAND	DISP03
08/15/2012 18:38:58	COMMAND REQ ADD TR	DISP02
08/15/2012 18:39:25	COMMAND REQ ADD TR CODE 2	DISP02
08/15/2012 18:54:23	TR 1 NORM UAU	DISP02
08/15/2012 18:57:30	LIFELINE 3 LANDING IN SB LANE AS FAR NORTH AS POSSIBLE	DISP02
08/15/2012 19:06:52	TR 1 PT/1 RIDER/NORM UAU	DISP02
Incident Details		
08/15/2012 18:01:02	PCSO ENROUTE	DISP01
08/15/2012 18:10:58	LL3 WILL LAND AT ESPERANZA /LA CANADA-PT STILL BEING EXTRICATED	DISP01
08/15/2012 18:24:57	ETA-	DISP01
08/15/2012 19:21:41	ALL PTS EXTRICATED, ALL PTS TRANSFERRED TO AMBULANCES	DISP01
08/15/2012 19:21:49	LL3 TR	DISP01
08/15/2012 19:44:47	COMMAND NOW- CAPT	DISP01
08/15/2012 22:30:50	COMMAND TERMINATED	DISP01

To protect the privacy of individuals, NHTSA does not make medical records available to the public without authorization. For this reason, documents falling into this category have not been included in this complaint record.