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## CLASS A SIDE MOUNT PUMPER



All-aluminum, huck-bolted body designed for long-term durability and maximum storage capacity. This technology provides a lightweight body without sacrificing structural integrity. The design has been verified with stringent Finite Element Analysis (FEA) where the body is stressed to the maximum chassis Gross Vehicle Weight Rating (GVWR) and off-road frame twisting to assure long-term durability.

### COMPACT AND MANUEVERABLE

- Field repairable body
- Large hose capacity
- Rescue style compartments for multipurpose response
- NFPA 1901 compliant
- 1030 gallon tank and 1500 GPM mid-ship pump
- Unparalleled warranty and field service via the dealer network



OUR VEHICLES CONNECT AND PROTECT  
PEOPLE AROUND THE WORLD EVERY DAY.  
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## BODY

- 5052-H32 aluminum using huck-bolting technology
- Lightweight for increased payload capacity
- Flex-mounting body mounting system to reduce body stress associated with extreme fire service operations
- Certified finite element analysis; strain-gauge testing; and tilt-table testing
- Sweep-out compartment floors
- Roller shutter compartment doors
- Extruded aluminum hosebed deck with adjustable divider
- Polished stainless steel fenderettes
- Removable wheelwell liners
- Stainless body corner guards (full height)
- Full body width rear step bumper (removable)
- Lighted chrome fold-down hosebed access steps
- Grab rails with chrome stanchions
- Extruded aluminum C-channel body rubrails with molded PVC end caps and inset reflective striping
- Rear steel tow-eye plates (2)
- SCBA bottle storage in left and right rear wheelskirt panels with hinged doors (4)
- Chevron striping on rear body and inside cab doors

## CHASSIS

- Freightliner M2 Cab/Chassis - two-door and four-door raised roof cab
- Cummins L9 diesel engine (330 HP ; 1000 ft/lb torque)
- Allison 3000 EVS with (2) PTO ports
- Chrome bumper and grille; power windows and door locks; power heated mirrors; Individual high-back driver and officer seats; rear SCBA on four-door cab
- Dual Stuttertone air horns; telescoping steering column
- Ember separator

## COMPARTMENTS

- L-1 / R-1 - Approximately 48.5"W x 50"H x 26"D
- L-2 / R-2 - Approximately 54.5"W x 24"H x 26"D
- L-3 - Approximately 39.5"W x 50"H x 26"D
- R-3 - Approximately 39.5"W x 50"H x 26"D below tank and 14"D in front of tank
- B-1 below hosebed: Approximately 35"W x 45"H x 26"D
- Enclosed ground ladder compartment on right rear body

## FIRE PACKAGE

- 34"W aluminum pump module designed to maximize body storage capacity
- Brushed stainless steel pump panels
- Pump module running boards, anti-slip bright aluminum treadplate L & R
- Double-stack crosslays with (2) 1.5" swivel pre-connects
- 1500 GPM mid-ship pump
- 6" suction intake left and right; 3" tank to pump; 2.5" auxiliary intake; 2" tank fill
- Discharges: 2.5" LH (2); 2.5" RH (2); 2.5" hosebed pre-connect; 3.0" deck gun; Electronic governor with Twister throttle
- Manifold ported for additional discharges and foam
- 1030 gallon (3899L) tank with integrated 30-gallon foam cell (reduces water to 1000 gallons if foam selected)

## ELECTRICAL

- Multiplexed system
- Aluminum center console providing easy access to mission critical controls
- 320-amp alternator
- Battery conditioner
- 20-amp Auto-Eject shorepower receptacle
- 4'x6" LED taillight assemblies with stop/tail; amber arrow; backup; and lower zone warning lights mounted in a chrome housing
- Backup camera and backup alarm
- Rear scene/work lights (2) - 10" x 9" LED
- Hosebed deck light - LED
- Crosslay lights - LED
- Ground lights - LED under cab doors; pump module; step bumper
- Compartment LED strip lights
- Warning package: Lightbar on cab roof; (2) in grille and fenders; (2) recessed in rub rails front and rear of body; (2) upper side body; (2) upper rear body; siren and 100-watt speaker
- Prewiring for additional scene/flood lights and warning lights

