

ALUMINUM BODY    O.A.H. MAX 147"    O.A.L. MAX 567"    SIDE ROLL AND FRONTAL IMPACT PROTECTION

**NOTE**  
 DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO MINOR DEVIATIONS AS MAY OCCUR OR BE NECESSARY IN CONSTRUCTION. MINOR DETAILS NOT SHOWN.

- ANCHOR PLATE FOR NEDERMAN EXHAUST SYSTEM HOSE LOCATION TBD
- S/STL SCUFFPLATE AROUND FUEL FILL OPENING
- DROP PAN GUARD FOR ROLL-UP DOOR LOCATED D1, D3, D4, P1, P3, P4, P6, P7
- ONE ADJUSTABLE FULL WIDTH/FULL DEPTH SHELF IN COMPARTMENT P1
- ONE ADJUSTABLE SLIDE-OUT TRAY IN COMPARTMENTS P1, P6, (TWO D4)
- ONE ADJUSTABLE TILTING SLIDE-OUT TRAY IN COMPARTMENT P3
- ONE FLOOR MOUNTED SLIDE-OUT TRAY WITH SPECIAL SIDE HEIGHTS IN COMPARTMENT D1
- ONE FLOOR MOUNTED SLIDE-OUT TRAY IN COMPARTMENTS P1, P4, P6
- ALUMINUM SWING-OUT TOOLBOARD WITH PAC TRAC IN COMPARTMENT D3
- CTECH DRAWER ASSEMBLY IN COMPARTMENT D4
- ONE ADJUSTABLE VERTICAL PARTITION IN COMPARTMENTS P6
- PAC TRAC ON THE REAR WALL OF COMPARTMENTS D1, D3, D4, P4
- GTI 752 OPTICOM EMITTER MOUNTED ON FRONT OF BASKET
- CIRCUIT BREAKER PANEL IN COMPARTMENT D4
- TWO TEMPORARY VENT SAW SCABBARDS LOCATED IN AERIAL BASKET
- L.E.D. LIGHTING ON AERIAL LADDER SECTIONS
- ATKINSON 2-WAY INTERCOM SYSTEM BETWEEN PLATFORM & TURNABLE
- AERIAL PEDESTAL RAISED 3.00"
- 3-in-1 LYFECOMB BRACKETS AT AERIAL BASKET
- AIR INLET WITH DISCONNECT COUPLING IN THE DRIVER SIDE PUMP PANEL
- BATTERY CHARGER LOCATED IN CREW CAB SEAT RISER COMPARTMENT
- NO LIMITED RETRACTION
- FOUR-WAY ON ROOF OVER PASSENGER SIDE OF CREW CAB
- VEHICLE ROLL ALERT SYSTEM
- TWO PAC TRAC ON SHELF/TRAY IN COMPARTMENT D4, P6
- WARM WATER RINSE OUTLET ON DRIVERS SIDE PUMP PANEL
- COMPARTMENT VENTILATION SYSTEM
- SUBPANEL CIRCUIT BREAKER PANEL LOCATED IN COMPARTMENT D4

CUSTOMER APPROVAL	
APPROVED BY:	
DATE:	
REV	DATE
	BY
	CH
	VELOCITY

Pierce MANUFACTURING INC.		JOB NO.	32593
TITLE	100 AERIAL PLATFORM & BODY ASSEMBLY	SCALE	1:24
DATE		DATE	
MAKE	PIERCE	DRAWN BY	LWE
FOR	TUKWILA FIRE DEPARTMENT	CHECKED BY	CRI
MODEL		DATE	27APR18
DWG NO.	32593AD	SHEET SIZE	D
		SHEET NO.	1 OF 1

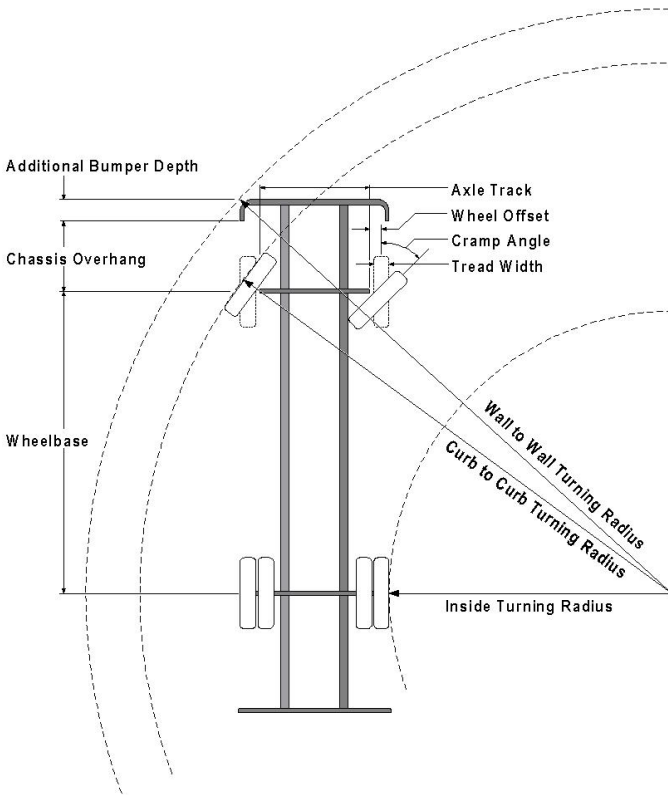


# Turning Performance Analysis

11/02/2018

**Bid Number:** 464  
**Department:** Tukwila Fire Department

**Chassis:** Velocity Chassis, PAP, PUC (Big Block), 2010  
**Body:** Aerial, Platform 100', PUC, Alum Body



**Parameters:**

*Inside Cramp Angle:	40°
Axle Track:	82.92 in.
Wheel Offset:	5.3 in.
Tread Width:	17.5 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	0.00 in.
Front Overhang:	138.1 in.
Wheelbase:	265.5 in.

**Calculated Turning Radii:**

Inside Turn:	25 ft. 1 in.
Curb to curb:	40 ft. 11 in.
Wall to wall:	47 ft. 0 in.

**Comments:**

32593 as of 11/2/18

Category	Option	Description
Axle, Front, Custom	0508846	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, Velocity
Wheels, Front	0019618	Wheels, Front, Alcoa, 22.50" x 13.00", Aluminum, Hub Pilot
Tires, Front	0582746	Tires, Front, Goodyear, G296 MSA, 445/65R22.50, 20 ply
Bumpers	0524744	Bumper, 22" Extended, Steel, Painted, Imp/Vel
Aerial Devices	0784643	Aerial, 100' Pierce Platform, 35 MPH Wind Rating, 400lb Tip Load Allowance

**Notes:**

\*Actual Inside cramp angle may be less than shown.

Curb to Curb turning radius calculated for 9.00 inch curb.

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**Definitions:**

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Inside CrampAngle	Maximum turning angle of the front inside fire.
Axle Track	King-pin to King-pin distance of front axle.
Wheel Offset	Offset from the center line of the wheel to the King-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Wheel	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicles front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures takes into account any front overhang due to chassis , bumper extensions and or aerial devices.