

# 5503 Driving Instructions

Prior to becoming a SLFPD fire truck, 5503 was a garbage truck on the Los Angeles Beaches.

SLFPD bought it as a cab and chassis complete with large balloon tires.

We changed the wheels and had it built out as a fire truck by Condon Truck here in Boulder.

**1981 Mack chassis\***  
**250 HP Maxidyne diesel engine\***  
**5-speed Allison automatic transmission\***  
**electromagnetic driveline retarder**  
**all-wheel drive\***  
**\* cab and chassis**

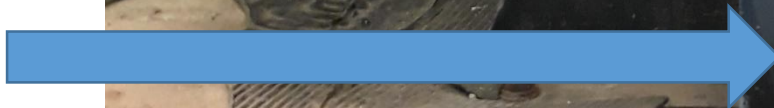
**Compressed-air foam system (CAFS)**  
**PTO-driven 500 gpm Darley single-**  
**stage water pump**  
**120 CFM PTO-driven air compressor**  
**1,000 gallon water tank**  
**20 gallon Class-A foam tank**  
**800 feet of 3" supply line**  
**(2) 1-3/4" preconnected attack lines**  
**(1) 2-1/2" preconnected attack lines**  
**500 gpm deck gun**  
**2,000 gallon portable pond**



**4 SCBA (Self-Contained Breathing Apparatus) units**  
**4 spare SCBA bottles**  
**ladder complement**  
**wildfire tools**  
**extinguishers**  
**entry and overhaul tools**  
**initial response EMS equipment**



Master Switch







**TO START;**

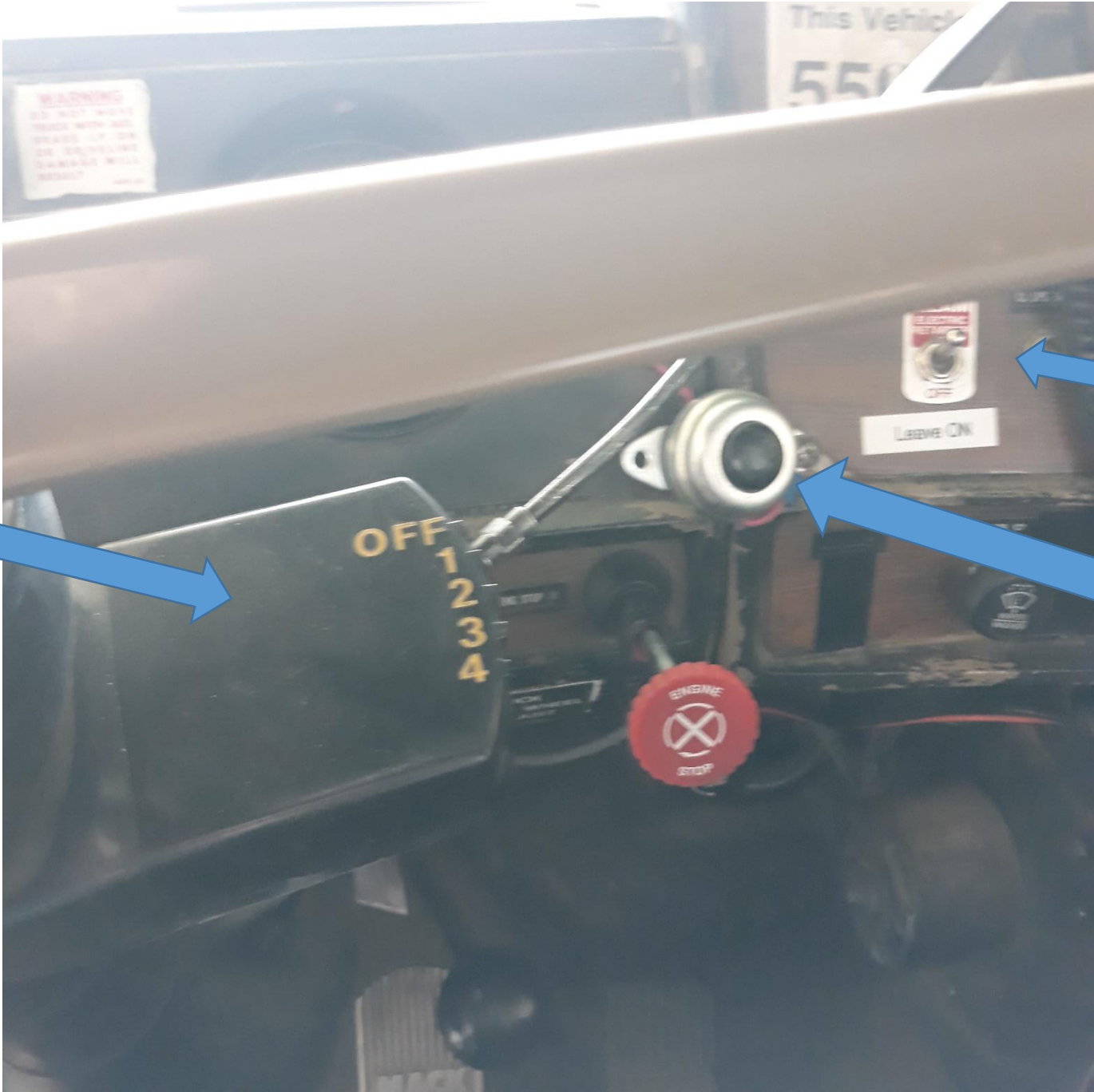
**Red, Engine Stop lever** must be pushed in.

Depress **Start Button**

Note; be careful as the engine starts quickly

**To Stop;**

**Pull RED ENGINE Stop Lever**



**Retarder Control**

**Retarder ON/OFF Switch**

**Horn**

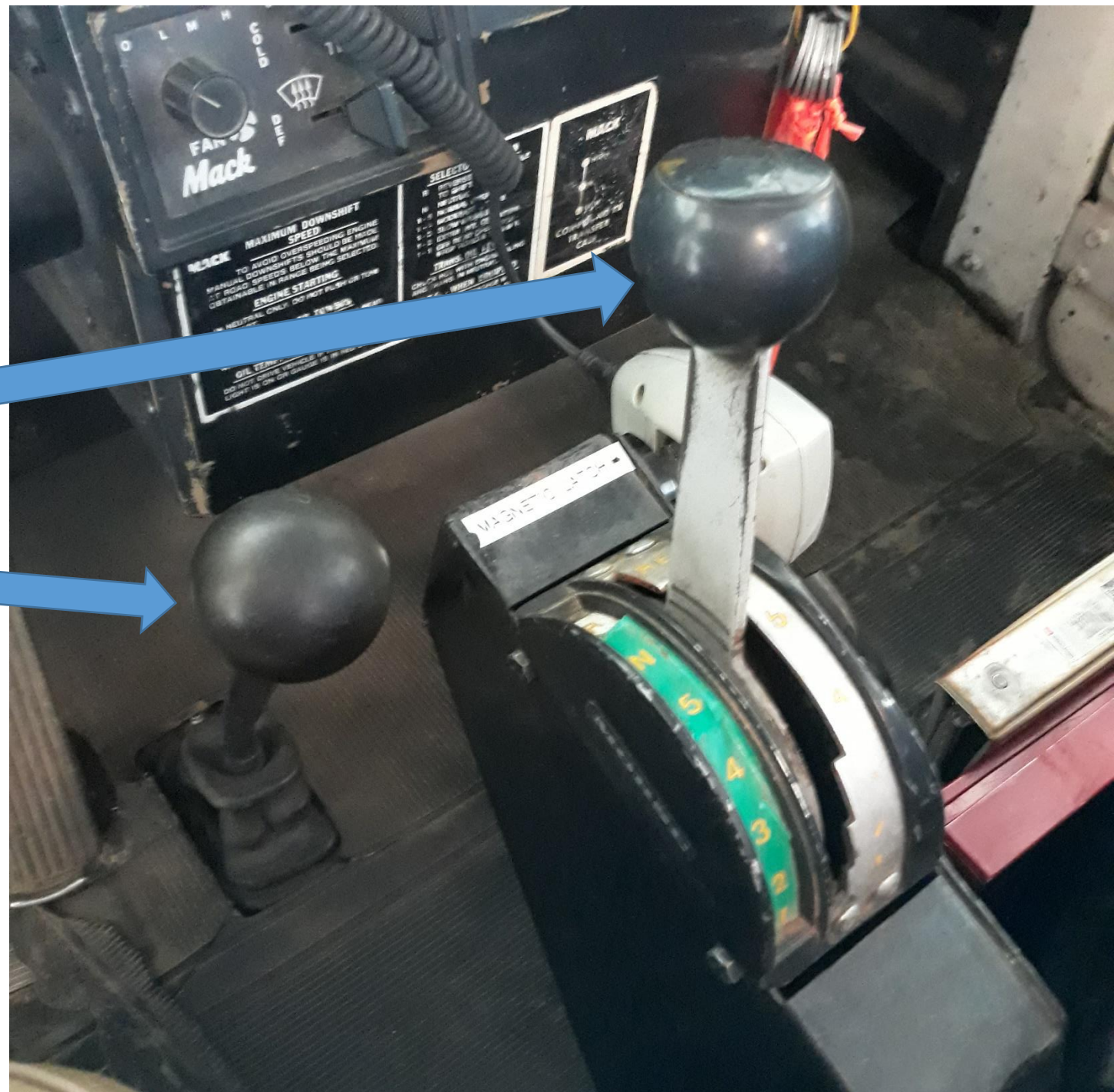
**Depress Yellow PARK BRAKE  
lever to release brake**





**Transmission shift lever**

**Xfer case High/Low lever  
We keep it in Low Range while  
operating in the mountains**



**Radio**

**Emergency Lights with master switch**

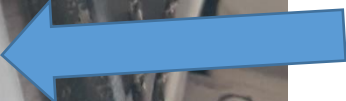


**Full Time All Wheel Drive Differential LOCK/UNLOCK lever**

**(Locks front and rear axles together)  
Must be UNLOCKED on dry roads.**



**Siren and PA System**



**Retarder Indicator Lights**



## PTO ENGAGEMENT

- 1 STOP & SET BRAKES
- 2 SHIFT TRANS INTO GEAR
- 3 WAIT 2 SECONDS
- 4 PULL PTO SWITCH
- 5 SHIFT TRANS TO NEUTRAL

## TO DISENGAGE

- 1 TURN PTO SWITCH OFF



To engage pump, Pull PTO Switch

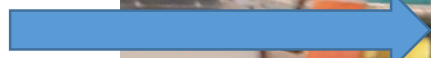
## **5503 Pump Panel**

**The pump panel on 5503 is not as well organized as it is on our newer trucks as the air compressor was added years after the truck was built out as a fire truck.**

**However the sequence of operation is the same.**

- 1. Engage the PTO in the cab to operate the water pump**
- 2. Open the Tank-to-Pump valve**
- 3. Prime the pump by pulling the primer lever and build up pressure by rotating the throttle**
- 4. Crack open the Tank Fill valve to allow circulation and prevent pump over heating**
- 5. Turn on the air compressor switch on the pump panel if air will be required**
- 6. When the firefighter on the hose is ready, slowly open the appropriate output valve approximately ½ way**
- 7. Turn on the FoamPro at 0.3%**
- 8. Rotate the appropriate air valve about ½ way**
- 9. Adjust the water and air valves to obtain the desired foam consistency**

**Air**

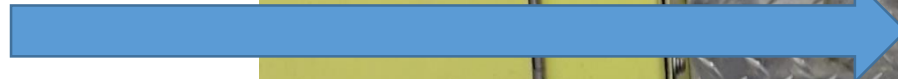


**Passenger Side 2 ½"  
Discharge**

**Water**



Passenger side 2 ½"  
discharge



# 1 and #2 Pre-Connect Air

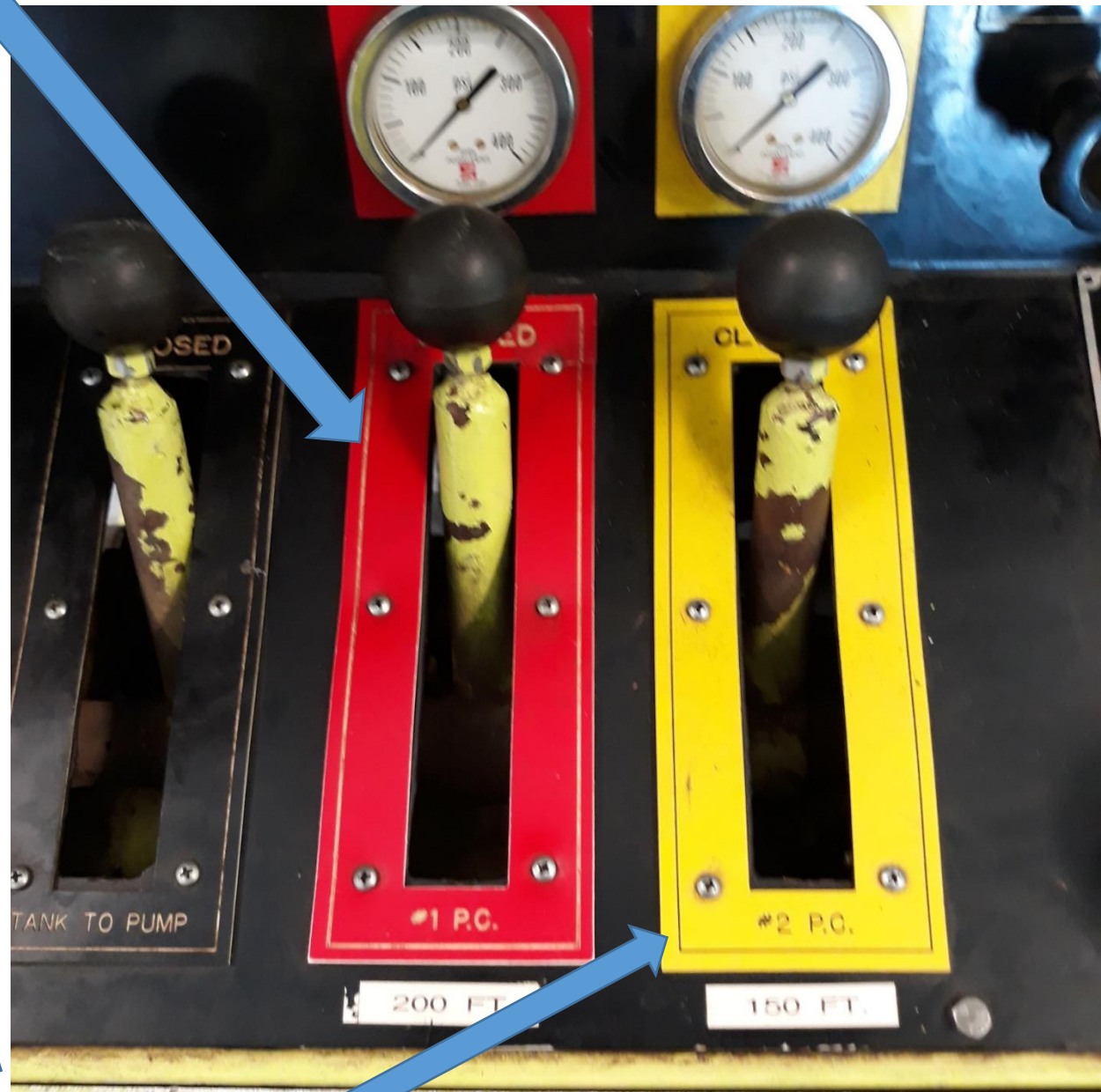
Tank-to-Pump Valve  
Tank Fill Valve

# 1 and #2 Pre-Connect Water



5503 Pump Panel

200' 1 1/2" #1 Pre-Connect



150" 1 1/2" Pre-Connect







**Air**

**Monitor,  
Rear 2 ½" Pre-Connect,  
Driver Side 2 ½" Discharge**

**Water**

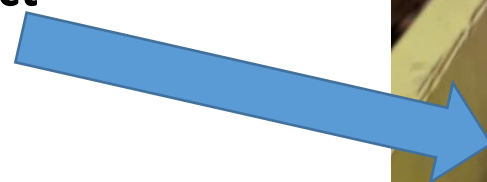
**5503 Pump Panel**



**800' 3" Supply Line**



**Rear 2 1/2" Pre-Connect**

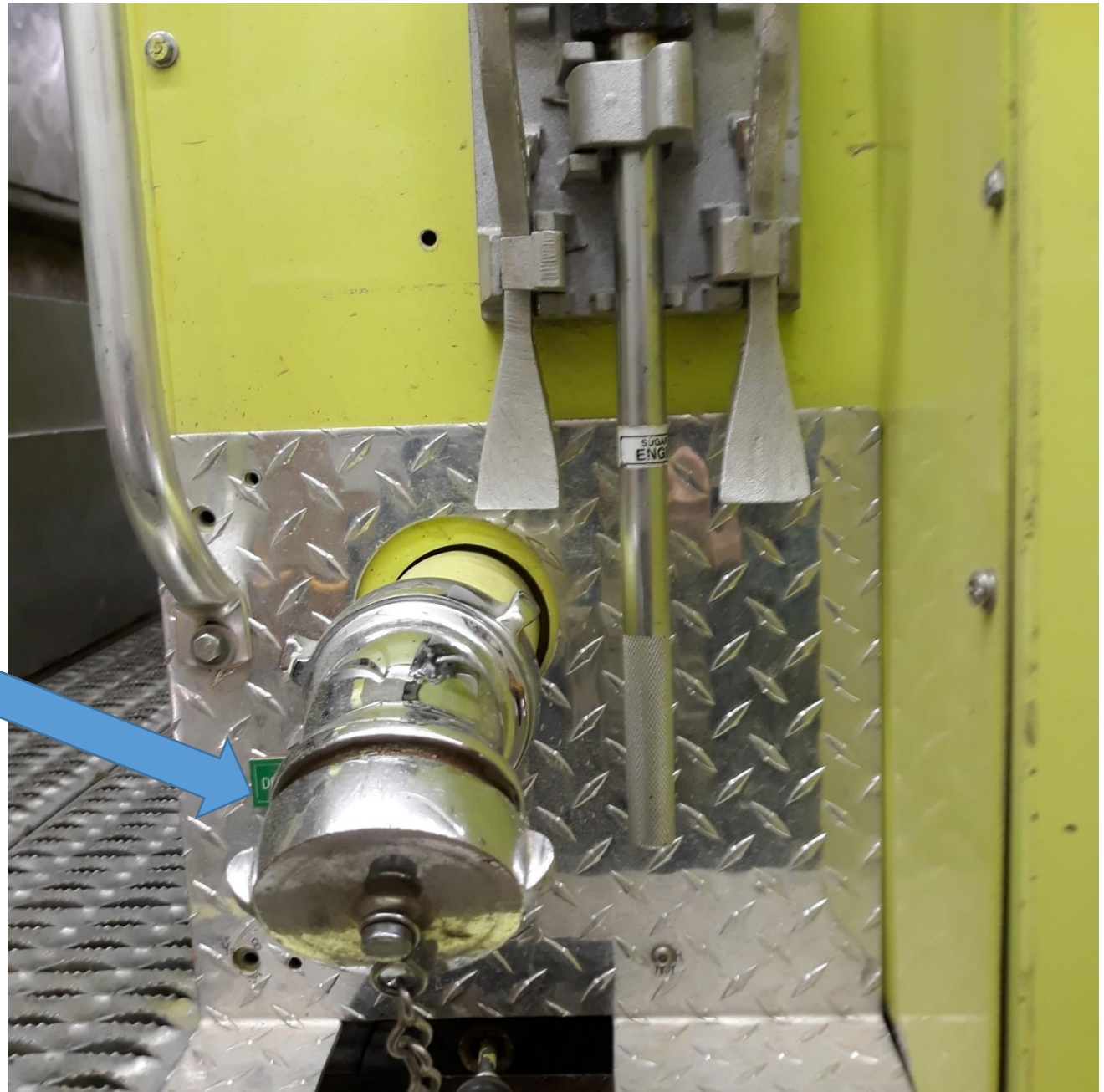




**800' 3" Supply Line**

**Rear 2 1/2" Pre-Connect**

**Driver's side 2 ½" Discharge**



**Monitor**





FoamPro Control





**Air Compressor Controls**



**Front Mounted Air Compressor  
Electro-Magnetic clutch engages air compressor to front of engine  
crankshaft**

**Air Compressor air tank**

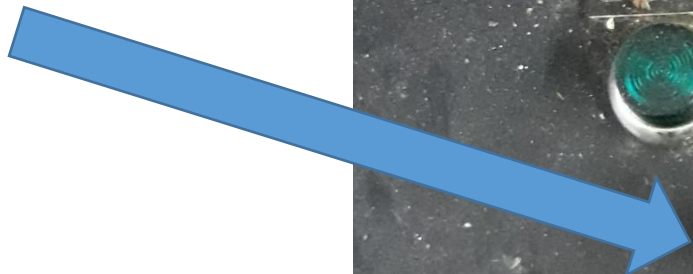




**Pump Primer Lever;  
Pull to prime pump**



**Actuate and hold switches until the appropriate light comes on**



**Throttle;**  
**Rotate Counter-Clockwise to**  
**Increase Speed**  
**Rotate Clockwise to Decrease**  
**Speed**





**Foam Tank Driver's Side  
Two Tanks modified to one**







TANK FILL

Direct Tank Fill

4" or 2 1/2" Pump Input Driver's Side

**Lower Compartment Driver's Side**

**Low level strainer**



**SCBA 1<sup>st</sup> Compartment Driver's side**



**Wildland Tools**  
**2<sup>nd</sup> Compartment Driver's Side**





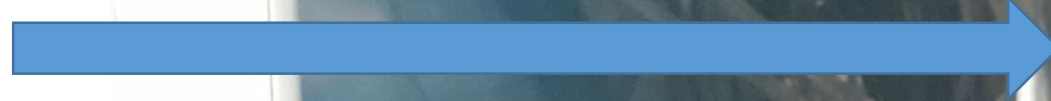
**Lower Compartment Passenger  
Side**



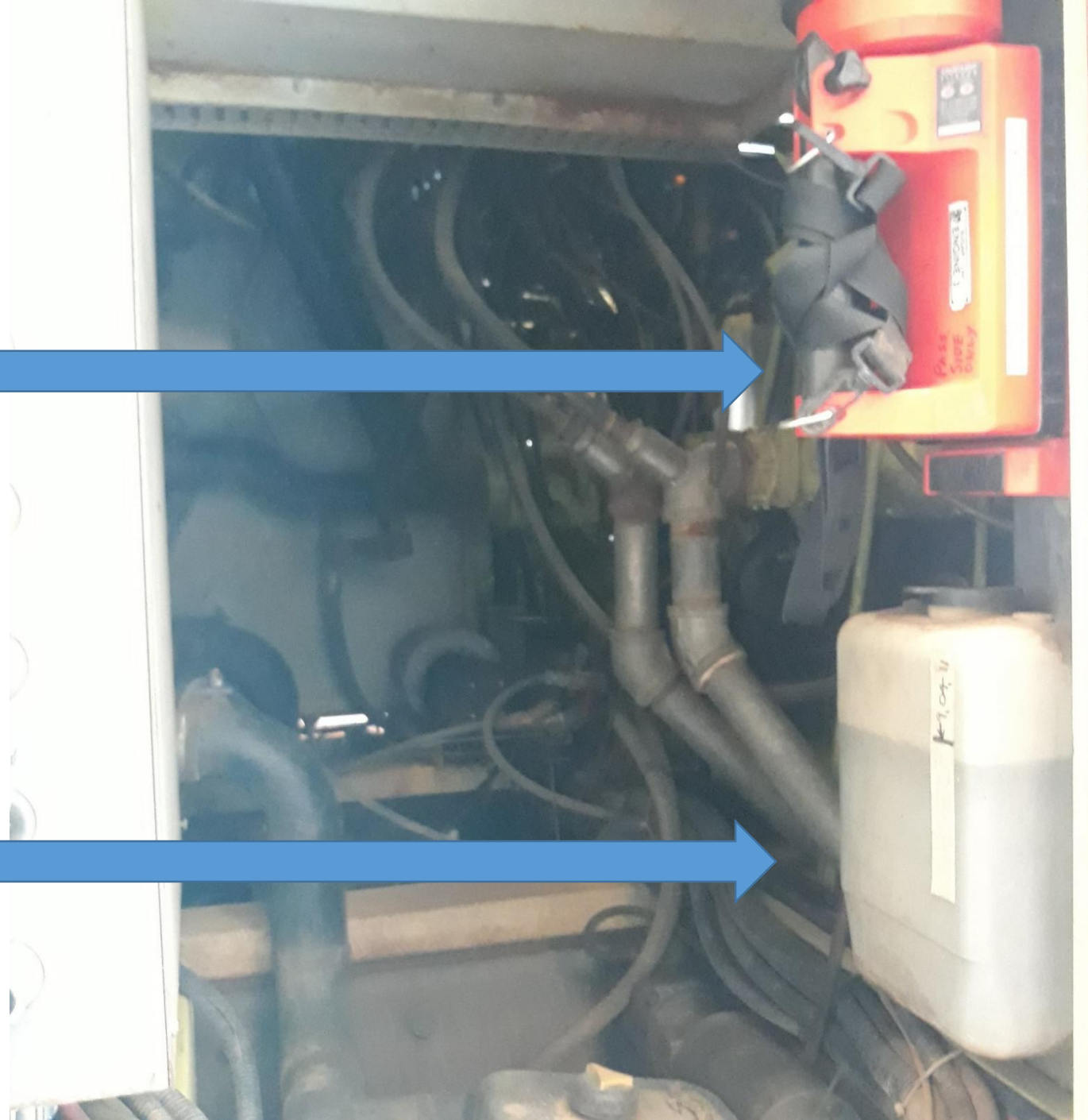
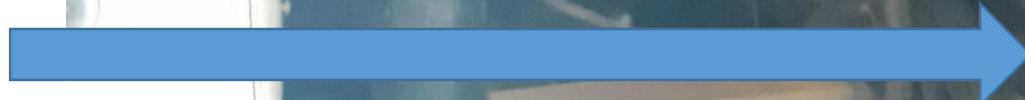
**PUMP COMPARTMENT**

**1<sup>st</sup> Compartment on Passenger Side**

**Stream Light**



**Primer Oil**



**Medical Compartment  
2<sup>nd</sup> Compartment Passenger  
Side**



**AED and Suction**



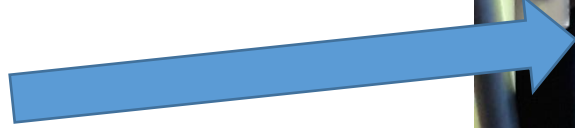
**3<sup>rd</sup> Compartment Passenger Side**

**Fire extinguishers, traffic signs, tools,  
Misc. fittings.**



Rear Compartment Passenger Side

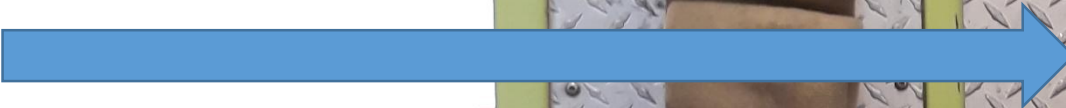
High rise Pack



**800' 2 ½" Supply Line**



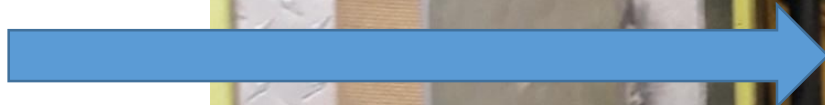
**Porta-Pond**



**2 ½" Rear Pre-Connect**



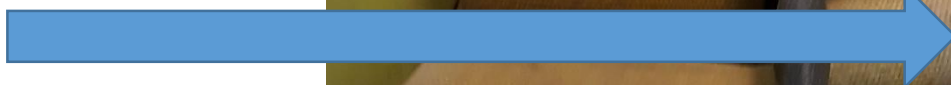
**Porta-Pond**



**Rear 2 ½" Pre-Connect**



**800' 2 ½" Supply Line**



**4" Hard Suction**



**5503 is the oldest truck in the SLFPD Fleet. We keep it as it has ground clearance capabilities that none of our other trucks have . This allows i t to operate in heavy snow conditions. We have not found any new chassis manufacture that can replace it.**

# SUGAR LOAF FIRE PROTECTION DISTRICT



## *THANKS:*

DAVID SIMPSON  
MARGARET FERGUSON  
EUGENE GITIN  
RAY AND LILY HARTMAN  
PAUL KUMMLI  
BILL CLARK  
ANONYMOUS

GREG THEISEN  
RICHARD JONES

*FOR THEIR CONTRIBUTIONS WHICH HELPED EQUIP THIS TRUCK*

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