



# **Roscommon Equipment Center**

PROJECT NO. 15

*TRUCK SPECIFICATIONS*

Sept. 1981

**NORTHEAST FOREST FIRE SUPERVISORS**

USER'S CAUTION...

A NOTE ABOUT GROSS VEHICLE WEIGHT (GVW)

American truck manufacturers have long relied on GVW (gross vehicle weight) to designate the maximum allowable loading of their vehicles. These gross weight limits are carefully established through numerous design considerations and often depend, amongst other factors, on the strength and life expectancy of such vehicle components as frames, axles, springs, wheels, tires and power trains. Most manufacturers will not guarantee their products if users exceed GVW specifications.

The U. S. Armed Forces are acutely conscious of the importance of vehicle reliability. They have insisted that manufacturers clearly specify vehicle gross vehicle weight and have rigidly adhered to these weight limits to the full extent that conditions will allow.

At the present time, a large number of military vehicles are becoming available to state and local agencies through federal government excess property programs and surplus sales. Many of these vehicles are being converted into fire fighting units. Those anticipating such conversions are urged to heed the GVW limits, and other vital information, posted on the dashboard of most of these vehicles. Federal excess property vehicles, on loan through State Forestry organizations, may be recalled if they are abused.

Blueprints and construction procedures prepared and issued by the Roscommon Equipment Center are intended to serve as guidelines for potential users of this equipment. It is possible that if all the options and alternatives specified on these drawings are used on any single vehicle, that GVW limits may be exceeded.

Therefore, users are cautioned to:

- (1) plan design and construction carefully,
- (2) weigh each unit before actual duty assignment, and
- (3) make whatever weight adjustments are necessary to bring the system into safe load limits.

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Fire management agencies rely on many sources of information, recommendations and experiences in arriving at decisions to purchase trucks for various fire suppression tasks. The objective of this project was to catalog by makes and models, specifications of trucks commonly employed in forest fire control by the northeastern states. Shortly after this project was initiated, the ED&T committee agreed that since specifications are now changing so rapidly that rather than an ED&T job, this should be a periodic job for the U. S. Forest Service State and Private Fire Management Group at Broomall.

Those who become involved in writing specifications for trucks would benefit by obtaining a copy of the BODY BUILDERS DESIGN BOOKS for the make of vehicle(s) involved. These are specifically titled as follows:

- (1) 1981 Body Builder Chassis Diagrams - International Trucks.
- (2) 1981 Body Builders Drawings and Supporting Data - GMC Trucks.
- (3) Chevrolet Commercial and Truck Chassis Layouts and Body Builders Instruction Drawings/1981 - Light Duty Trucks - Series 10 through 30.
- (4) Chevrolet Commercial and Truck Chassis Layouts and Body Builders Instruction Drawings/1981 - Medium and Heavy Duty Trucks - Series 50 through 90.
- (5) 1981 Ford Truck Body Builders Layout Book.
- (6) 1981 Dodge Body Builders Books

They will generally be available from the Truck Sales Representative in your city. While there is no charge for them, they are available only in limited quantities, and are produced primarily for Company sales personnel. These booklets are quite large, 11 x 14 inches, and 150 to 300 pages.

NA - FP will try to acquire a set of these publications annually and loan them on request to any state having only a short term need.

This is the final report on REC Project No. 15 and the project is closed.

For further information, contact:

U. S. Forest Service  
Northeastern Area, FP  
370 Reed Road  
Broomall, PA 19008

Roscommon Equipment Center  
Forest Fire Experiment Station  
PO Box 68  
Roscommon, MI 48653