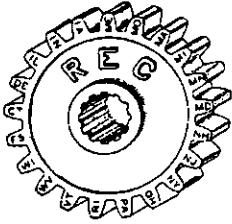
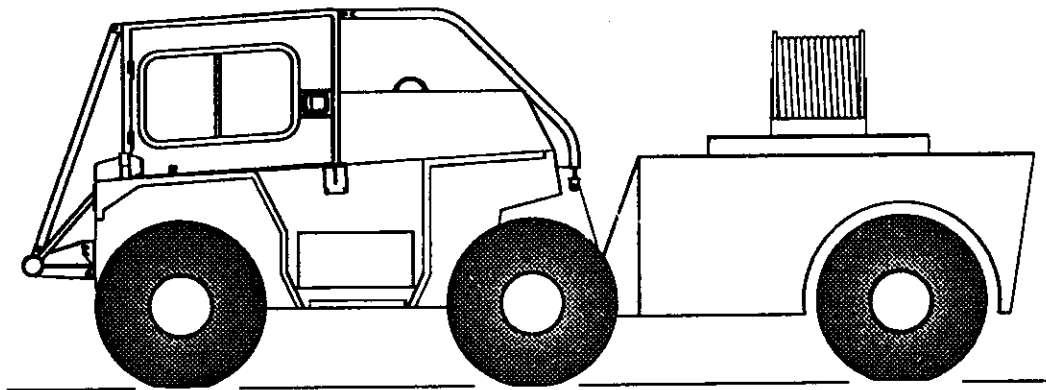


Project Number 53B  
August 1990



# Hard Cab & Slip-On Tank Designs for the Gamma Goat (M-561)



*Roscommon Equipment Center*

Northeast Forest Fire Supervisors  
In Cooperation with  
Michigan's Forest Fire Experiment Station



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, among 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 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, onloan 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 do the following:

(1) plan design and construction carefully,

(2) weigh each unit before actual duty assignments, and

(3) make whatever weight adjustments are necessary to bring the system into safe load limits.

**Inquires, comments and suggestions regarding this project may be directed to:**

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Fire Protection  
U.S. Forest Service, NA  
5 Radnor Corporate Center, Suite 200  
100 Matsonford Road  
Radnor, PA 19087

Roscommon Equipment Center  
c/o Forest Fire Experiment Station  
P.O. Box 68  
Roscommon, MI 48653

**Disclaimer**

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Information contained in this report has been developed for the guidance of the member states, provinces and Federal agencies.

The use of trade, firm or corporation names is for the information and convenience of the user. Such use does not constitute an official evaluation, conclusion, recommendation, endorsement or approval of any product or service to the exclusion of others which may be suitable.

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5	Cab Sheets	90-5307C
6	Door Complete	90-5309C
7	Door Frame Weldment	90-5301C
8	Door Details	90-5300C
9	Bumper Weldment	90-5302C
10	Bumper Details	90-5303C
11	Rear Cab Supports	90-5308C
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## Introduction

This report shows a design for a steel cab for the M-561 Gamma Goat and its companion vehicle M-762 ambulance. It also discusses proper loading of fire apparatus, especially slip-on units, into the trailer portion of these vehicles.

Refer to REC publication #53A for a more detailed discussion of the relative merits of the Gamma Goat in wildfire control.

## Cab Fabrication

Drawings included in this project show REC's design for a steel top M-561 cab. Doorway entrance size dictated much of the cab design. The M-561 requires a cab height much higher than needed for operator head clearance to allow suitable ingress and egress. REC's cab design revolves around the following criteria.

1. Utilization of the existing windshield.
2. Sound reduction of engine noise from behind operator.
3. Hard cab protection with doors and window ventilation (doors are removable).

The design prints show the needed information for construction. **The M-561 has a C-section triangular shaped panel at the crew entry area. This panel must be removed for this design.** When welding the tubular framework of the cab, be careful of warpage. The vehicle can be used as the welding fixture by mounting the vertical tubes to the vehicle, then welding the cross members (Drawing 90-5304-C). If multiple cabs are being produced, a special fixture may be more efficient. The cab mounting plates may need shims.

The aluminum body of the M-561 provides relatively light duty mounting points for the cab. This makes the limb risers and rear cab support tubes important. They attach to some

of the few substantial members helping to stabilize the cab mounting. The original M-561 front bumper (3" x 5.7# I-beam) can be used for the rear support assembly.

The rear cab support will interfere with engine hood use. Remove the existing hood handles and replace with fabricated ones shown (90-5310C). The lower rear cab panel (90-5307C) is removable. This allows access to the transmission cover without total cab removal.

The existing windshield is used. The front cab panel (90-5307C) trims the windshield to the cab. Closed cell foam weatherstrip should be used to seal at assembly.

The cab should be outfitted with door stops (90-5310C) to keep the door from over swing and allow installation of proper lights: these include turn signals and clearance lights. The night running lights, however, can be converted to turn signals by buying a yellow lens. Guard these as shown in the drawings to protect them.

The door panel is cut to allow installation of a sliding glass window. It is best to consult a good auto glass shop and choose the system you prefer, then cut the window opening according to directions. This design shows a generous 4-inch radius for the

weatherstrip gasket (90-5309C). This should be adequate in most cases. Use 3/16" to 1/4" thick safety glass.

The doors are removable. Locate the lower half of each hinge at assembly to make sure the door is hung with proper clearance. The latch catch may need grinding for smooth closure.

Because of the excessive engine noise behind the occupants, the cab panels should be sound insulated. Vehicle type insulating foam can be purchased, cut and adhered to the inside of the cab. One source is Milcut, Inc., P.O. Box

18645, Milwaukee, WI 53218. The door latch used was a typical stainless "slam" type. One source is Austin Hardware, P.O. Box 34007, Minneapolis, MN 55434. If other door hardware is preferred, you may need to adjust the dimensions and design of the door.

This hard cab design serves to protect occupants from limbs, brush, and falling debris. **It has not been tested against any standard for roll-over-protection and should not be considered a roll-over protection (ROPS) structure.**

## Tank Units

When it comes to balancing loads in the M-561, the vehicle should be viewed as two parts: a cab section made up of the chassis that sits on the front and center axles, and the trailer. Putting loads on the trailer ahead of the rear, or trailer axle, will add weight to the trailer's tongue. This adds weight to the center axle and removes weight from the front axle. The rear axle of the Gamma Goat is near the back of the trailer. For practical purposes, putting a load in the trailer box will add weight to the rear axle and center axle, and remove weight from the front axle.

Figure 1 shows the gross axle weight ratings and the curb weight of the Military M-561. Constructing a hard cab for the Gamma Goat will add significant weight, probably around 200 to 300 pounds. Much of the weight will fall on the front axle. It will be difficult to fabricate a substantial hard cab without exceeding the front axle weight rating. However, some of the weight can be counterbalanced by the fire apparatus placed in the trailer section.

**Figure 1, M-561 Gross Vehicle Weight Rating**

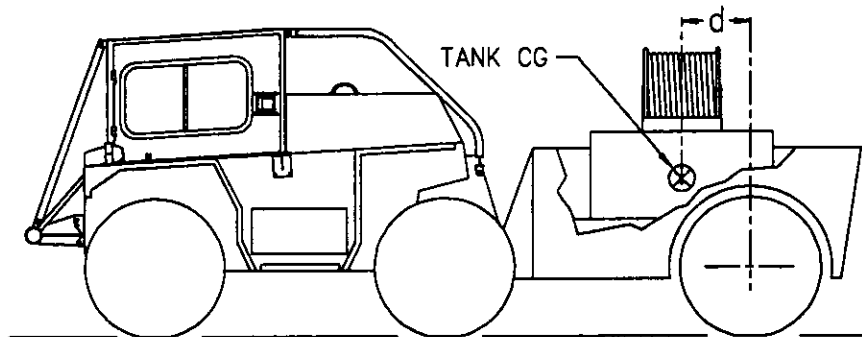
	Curb Weight (LBS)	GVWR (LBS)
Payload & Crew		2,960
Front Axle	2,620	2,960
Center Axle	3,125	4,045
Rear Axle	1,700	3,540
<b>Total</b>	<b>7,445</b>	<b>10,545</b>

Figure 2 shows the approximate loaded weight of slip-on tank units of various capacities. This is based on typical fiberglass style slip-on tanks available commercially and out-fitted with auxiliary gas engine pumps and hose reels. Note that if a hard cab, of the design shown in this booklet, is fabricated and mounted on the M-561, we recommend that a

both enroute to the fire and returning. Secondly, 200 gallon slip-on tanks with the hard cab and full water load should weigh less than the gross vehicle weight rating. This will also allow some capacity for storage. For tank systems less than 200 gallons we suggest a lighter cab design. This probably means no doors or windows.

**Figure 2, Slip-On Tank Loading Information**

Tank Size (Gal)	Hard Cab	d Range (Inches)	Approximate Wgt. (lbs)		
			Front Axle	Center Axle	Rear Axle
200	YES	19	3015	3975	3480
200	NO	19-21	2680	3990	3445
150	YES	NOT RECOMMENDED			
150	NO	13-19	2720	3705	3220
100	YES	NOT RECOMMENDED			
100	NO	7-17	2910	3445	2730



slip-on tank of not less than 200 gallons be used. Further, we recommend that the center of gravity of that tank system be about 19 inches in front of the rear axle. Why do we recommend this practice? First, the 200 gallon water capacity will help offset the weight of the hard cab when fully loaded. In normal operating procedures we would expect the vehicle to be loaded when on the highway,

Note that, without the cab, we find slip-on units of less than 200 gallons acceptable with considerable flexibility as to where the tank can be placed. Unless a significant weight reduction effort can be made by the user in tank design or component removal, tanks of 250 gallons or more will not be reasonable for this vehicle.

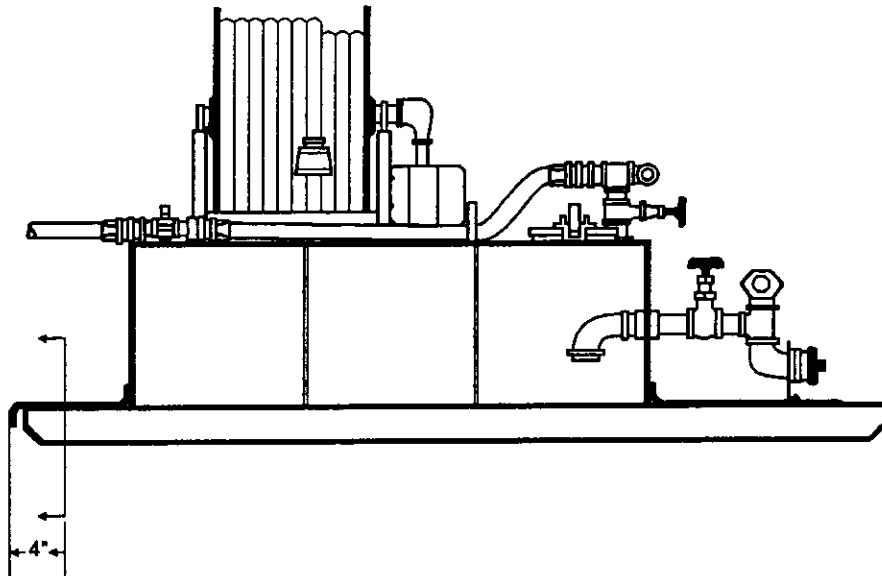
We recommend that the reader look at two basic options for Gamma Goat tank systems. One option is to use the slip-on tank design, detailed in REC Project #33 for the military's 5/4 Ton M-715. This unit will work with one exception: the forward platform of the M-715 tank needs to be shortened by four inches, this is shown in Figure 3.

The second option is the use of a standard fiberglass type slip-on tank. These will be slightly lighter than REC's steel M-715 tank

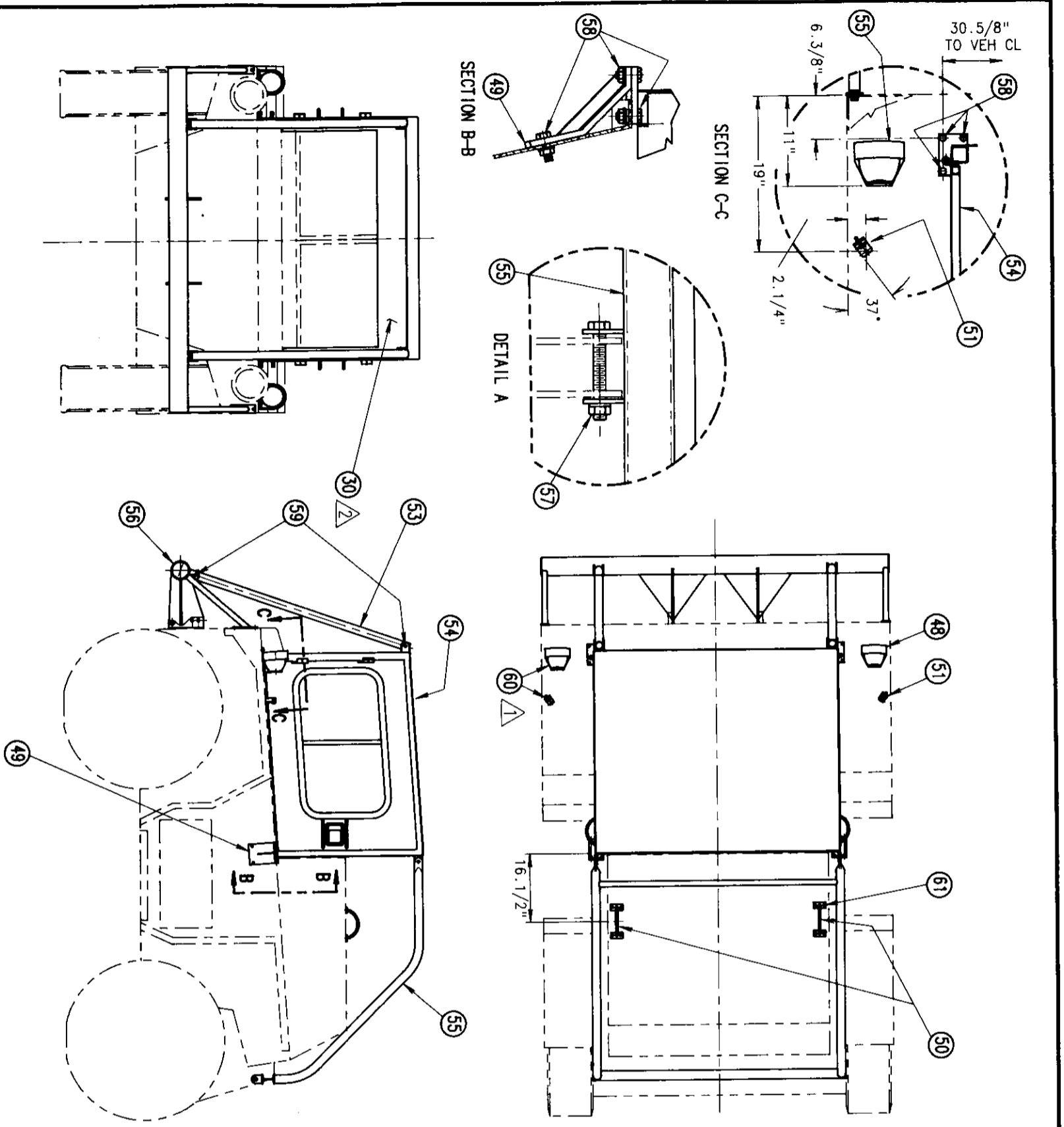
and high (pump) mount slip-ons are sized to easily fit in the Gamma Goat's trailer, allowing it to be placed correctly for proper weight distribution.

Take the vehicle to scales for weighing before use. Check to make sure that the weight does not exceed the gross vehicle weight rating before it is put on the highway.

**Figure 3,** REC's M-715 slip-on tank design (Project #33) can be modified for the M-561 by removing 4 inches from the front of the tank assembly

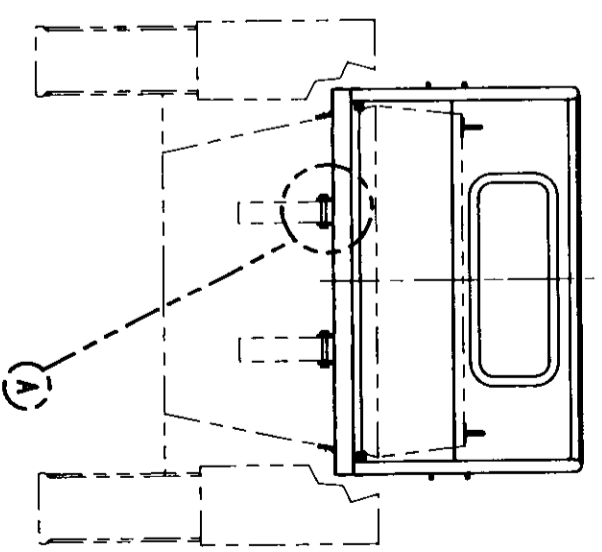






ITEM	DRAWING	DESCRIPTION	QTY
53	90-5310C	LIAB RISER	2
54	90-5305C	CAB COMPLETE	1
55	90-5308C	REAR CAB SUPPORT	1
56	90-5302C	BUMPER WELDMENT	1
30	90-5307C	FRONT PANEL SHEET	1
49	90-5310C	REAR CAB MOUNTING BRACKET	1
50	90-5310C	ENGINE HOOD HANDLE	2
48	90-5310C	TURN SIGNAL MOUNTING BRACKET	2
51	90-5310C	DOOR STOP	2
57	PUR	HHCS 3/4" x 10 x 5.1/2" LONG, L WASH., NUT	2
58	PUR	HHCS 1/2" x 13 x 1.1/2" LONG, L WASH., NUT	12
59	PUR	HHCS 1/2" x 13 x 3" LONG, L WASH., NUT	4
60	PUR	HHCS 1/4" x 20 x 1" LONG, L WASH., NUT	12
61	PUR	HHCS 5/16" x 18 x 1" LONG, L WASH., NUT	8
62	PUR	MACHINE SCREWS - #10-24 x 3/8"	17

▲ USE FASTENER FOR EACH MOUNTING HOLE  
 ▲ DRILL AND MOUNT THRU BODY  
 ▲ DRILL PANEL AND TAP SCREWS INTO CAB TUBES  
 ▲ 6" MIN SPACING  
 NOTE: SOME MOUNTING DETAILS SHOWN ON OTHER DRAWINGS  
 LOCATE CLEARANCE LIGHTS ON FINISHED VEHICLE  
 TO MEET FMVSS.

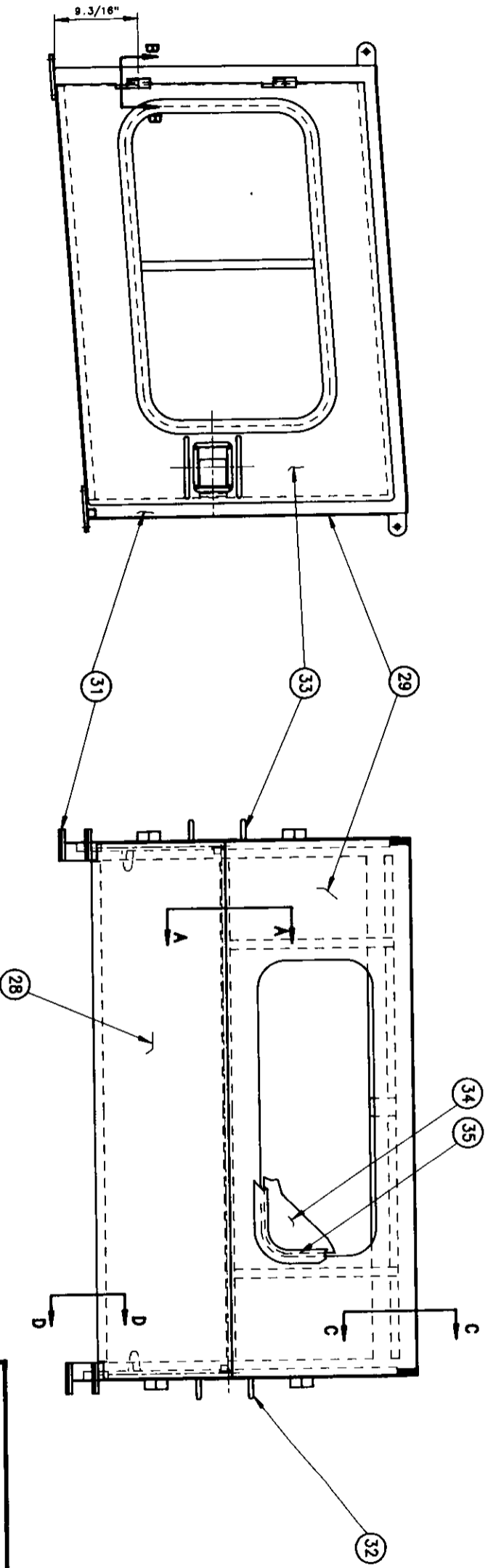
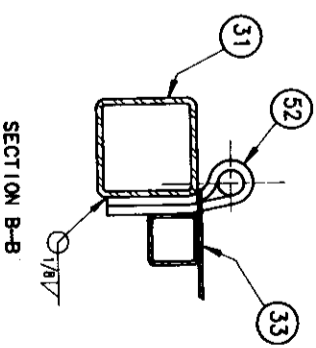
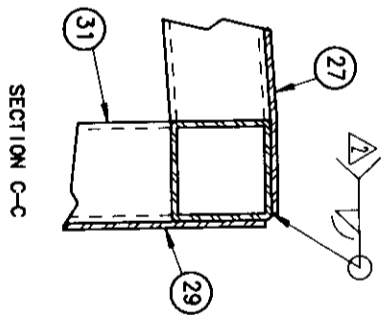
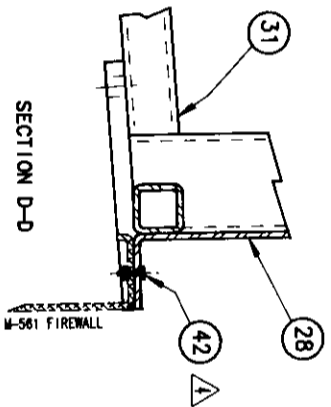
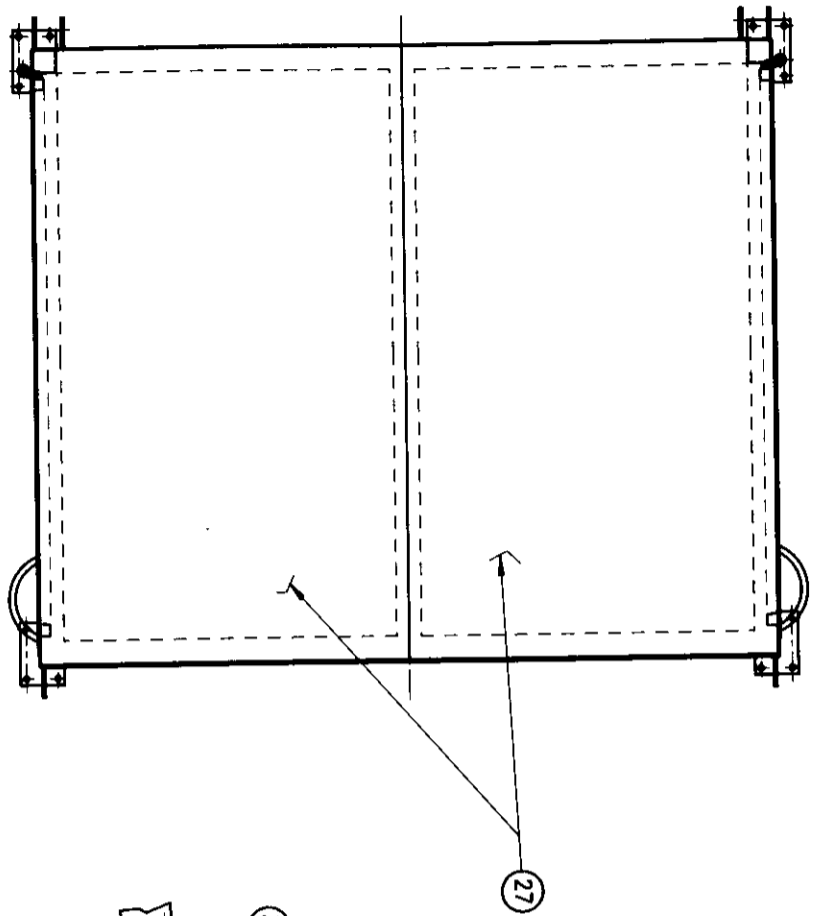


SHEET 1 OF 12

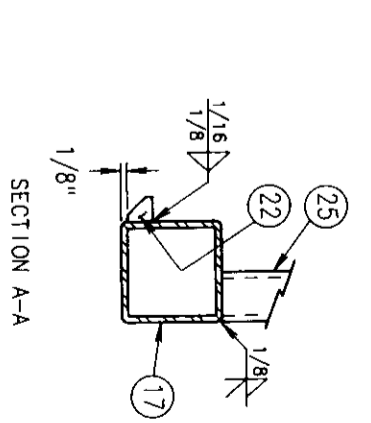
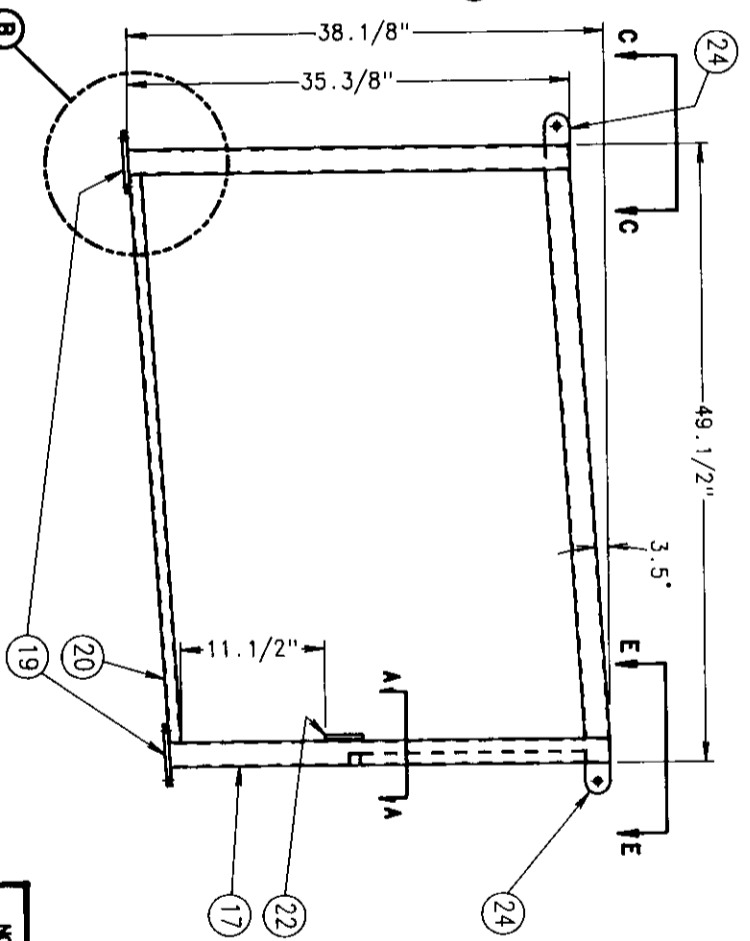
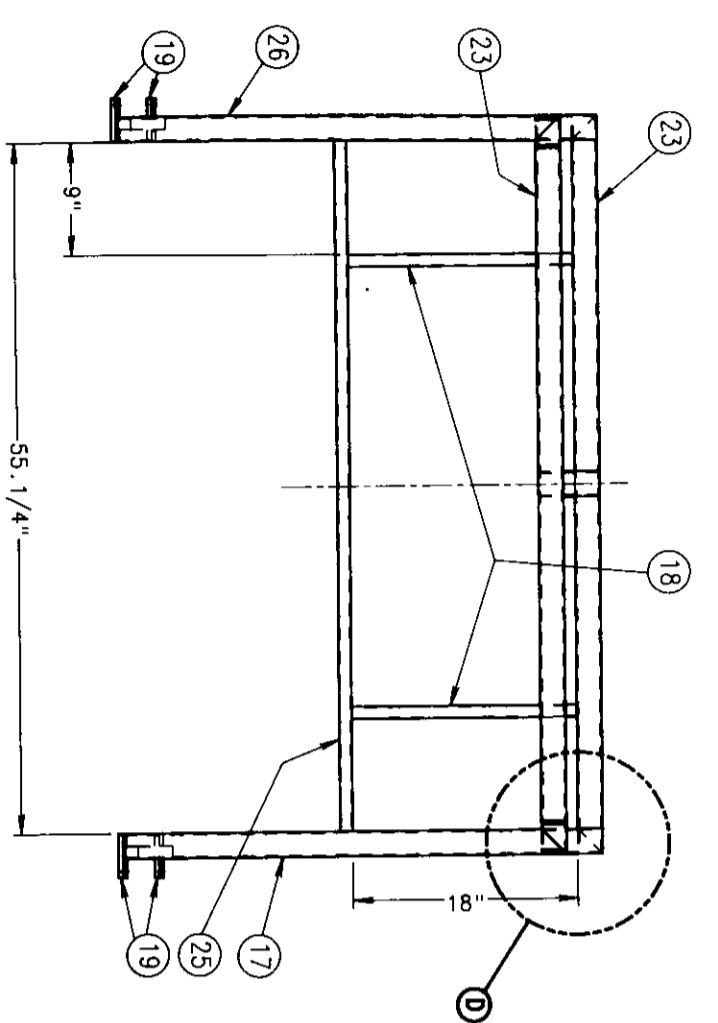
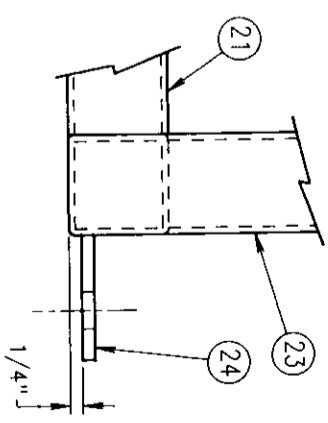
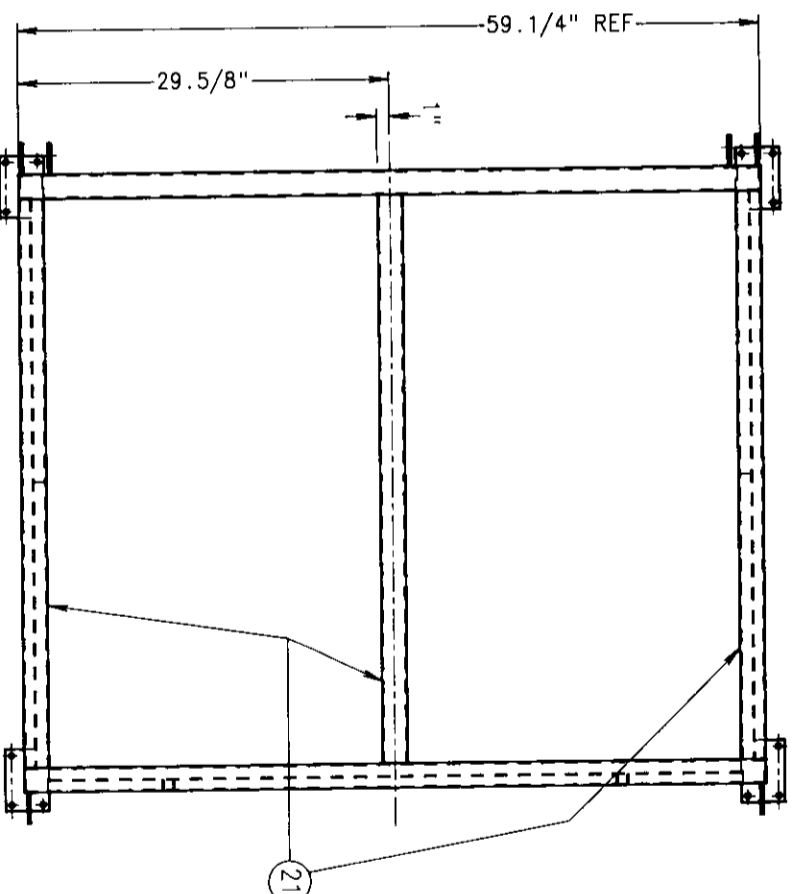
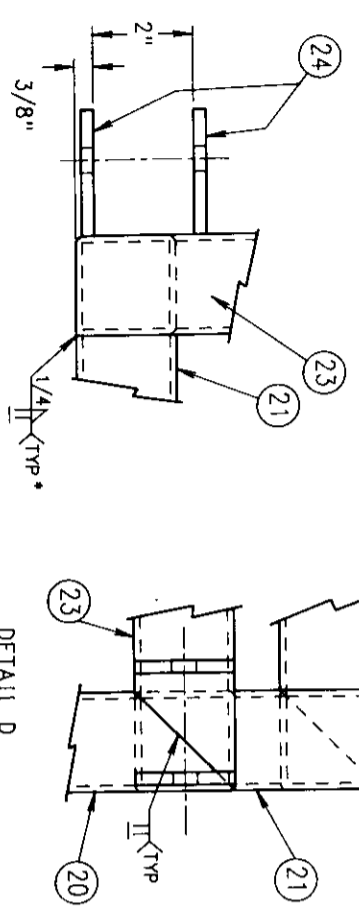
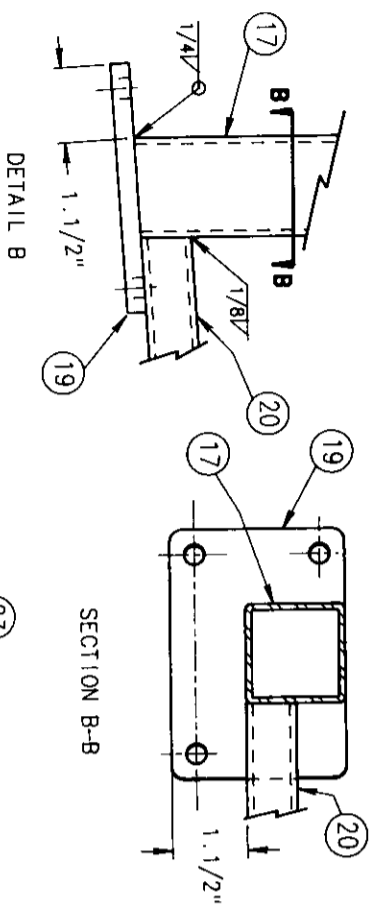
NORTHEAST FOREST FIRE SUPERVISORS  
**ROSCOMMON EQUIPMENT CENTER**  
 FOREST FIRE EXPERIMENT STATION  
 7.0. BOX 88  
 ROSCOMMON, VERMONT 05668  
 TEL: 802-531-1100 FAX: 802-531-1100

ITEM	DRAWING	DESCRIPTION	QTY
29	90-5307C	REAR WINDOW PANEL	1
27	90-5307C	TOP PANEL SHEET	2
28	90-5307C	LOWER REAR PANEL	1
31	90-5304C	CAB FRAME WELDMENT	1
32	90-5309C	DOOR - RH	1
34	PUR.	REAR WINDOW	1
35	PUR.	WINDOW GASKET	1
36	PUR.	MACHINE SCREW - #10-24 x 3/8"	15
52	90-5310C	LOWER DOOR HINGE HALF - LEFT & RT	2 & 2
42	PUR.	HMS SCREW - 1/4 x 20 x 1/2" L WASHER, NUT	6

▲ THESE WELDS FOR LIMITING SHEET METAL RATTLE ONLY  
 TYP. THRU-OUT OF FRAME  
 ▲ GRIND CORNER WELDS FOR APPEARANCE  
 ▲ SPACE SCREWS 6" MIN. APART DRILL & TAP AT ASSY.  
 ▲ SPACE SCREWS 6" MIN. ATTACH TO FIREWALL AT ASSY.  
 NOTE: INSTALL 1" THICK ACOUSTIC FOAM INSIDE CAB  
 TOP, REAR & DOOR PANELS. MILCUT INC. / BLACK  
 14% VMAL/2# POLYESTER.



SHEET 2 OF 12  
 NORTHEAST FOREST FIRE SUPERVISORS  
 ROSCOMMON EQUIPMENT CENTER  
 FOREST FIRE EXPERIMENT STATION  
 P. O. BOX 60  
 ROSCOMMON, MICHIGAN 49853  
 MODEL M-561 CAB COMPLETE WELD 1/7/87  
 90-5305C

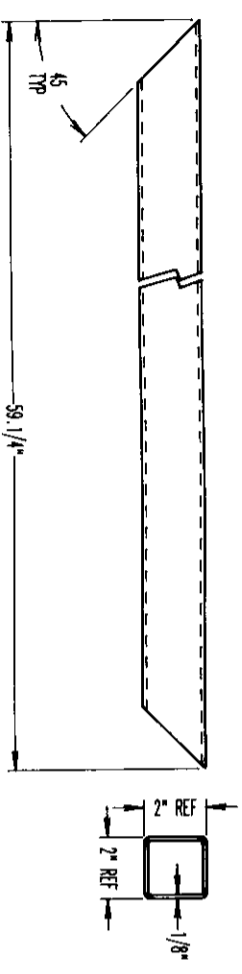


ITEM	DRAWING	DESCRIPTION	QTY
17	90-5306C	LEFT VERTICAL PILLAR	2
18	90-5306C	REAR VERT PANEL TUBE	2
19	90-5306C	CAB MT PLATE	4
20	90-5306C	LOW FRAME TUBE	2
21	90-5306C	UPPER LONG. FRAME TUBE	3
22	90-5306C	LATCH CATCH	2
23	90-5306C	UPPER LAT FRAME TUBE	2
24	90-5306C	RISEY MTG	6
25	90-5306C	REAR LOWER TUBE	1
26	90-5306C	RIGHT VERTICAL PILLAR	2

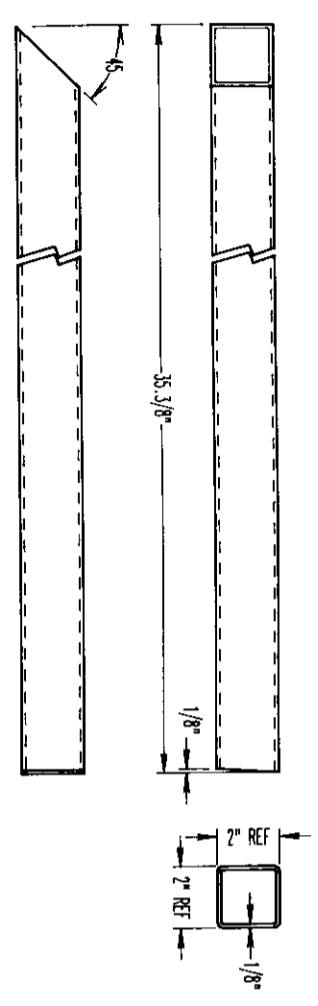
\* NOTE - USE FILLET WELDS WHERE TUBING MEETS AT 90 DEGREES GROOVE WELD AND GRIND FLUSH AT OTHER LOCATIONS FOR DOOR AND CAB PANEL CLEARANCE.

SHEET 3 OF 12

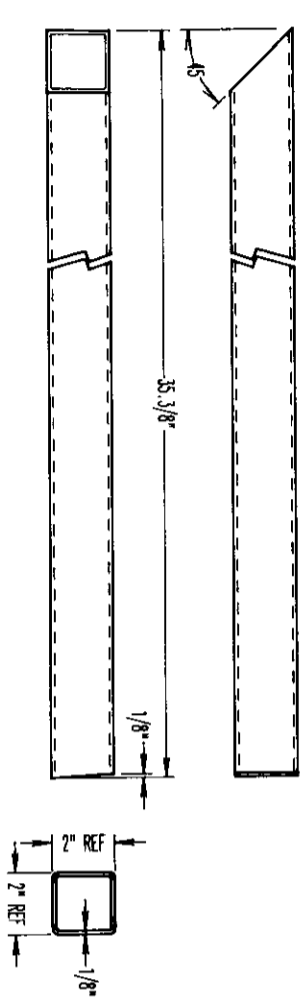
NORTHEAST FOREST FIRE SUPERVISORS  
 ROSCOMMON EQUIPMENT CENTER  
 FOREST FIRE EXPERIMENT STATION  
 1001 WEST MAIN STREET  
 TOWN OF ROSCOMMON, MA 01068  
 PHONE: 413-581-3300 FAX: 413-581-3305



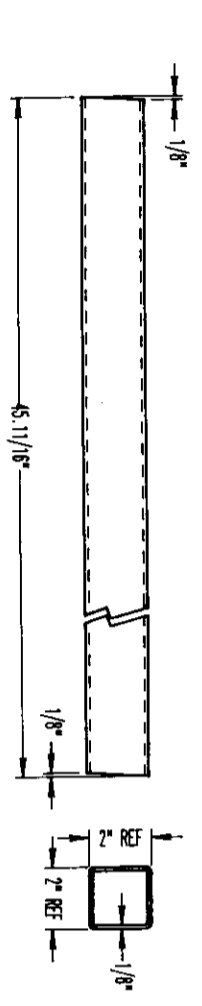
23 UPPER LATERAL FRAME TUBE  
2 x 2 x 1/8" STEEL TUBE 2 REQ'D



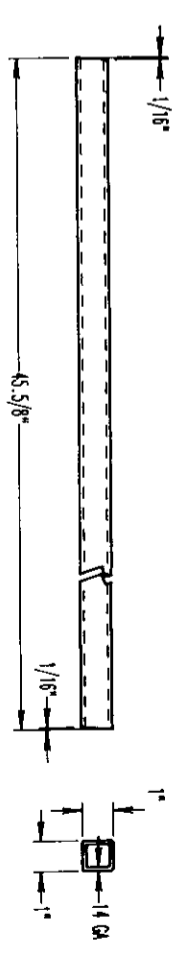
17 LEFT VERTICAL PILLAR  
2 x 2 x 1/8" STEEL TUBE 2 REQ'D



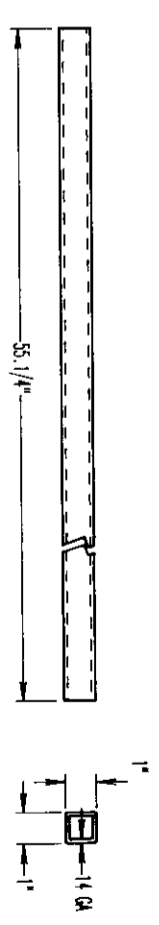
25 RIGHT VERTICAL PILLAR  
2 x 2 x 1/8" STEEL TUBE 2 REQ'D



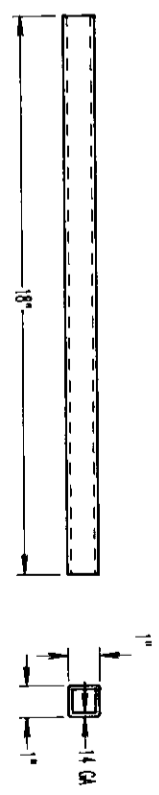
21 UPPER LONG FRAME TUBE  
2 x 2 x 1/8" STEEL TUBE 3 REQ'D



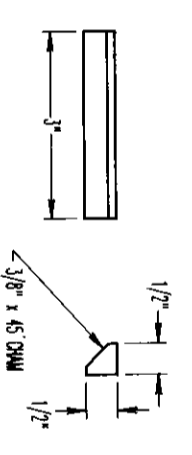
20 LOWER LONG FRAME TUBE  
1 x 1 x 1/4 GA STEEL TUBE 2 REQ'D



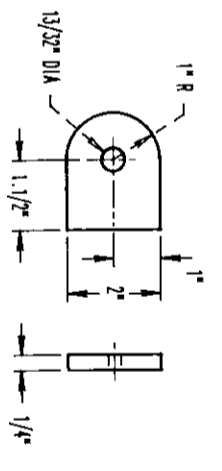
25 REAR LOWER TUBE  
1 x 1 x 1/4 GA STEEL TUBE 1 REQ'D



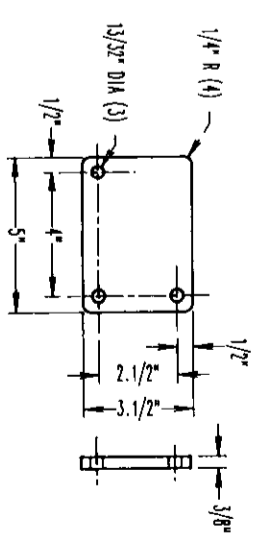
18 REAR VERTICAL PANEL TUBE  
1 x 1 x 1/4 GA STEEL TUBE 2 REQ'D



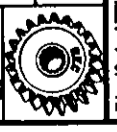
32 LATCH CATCH  
1/2" x 1/2" HR STEEL SQ.  
2 REQ'D

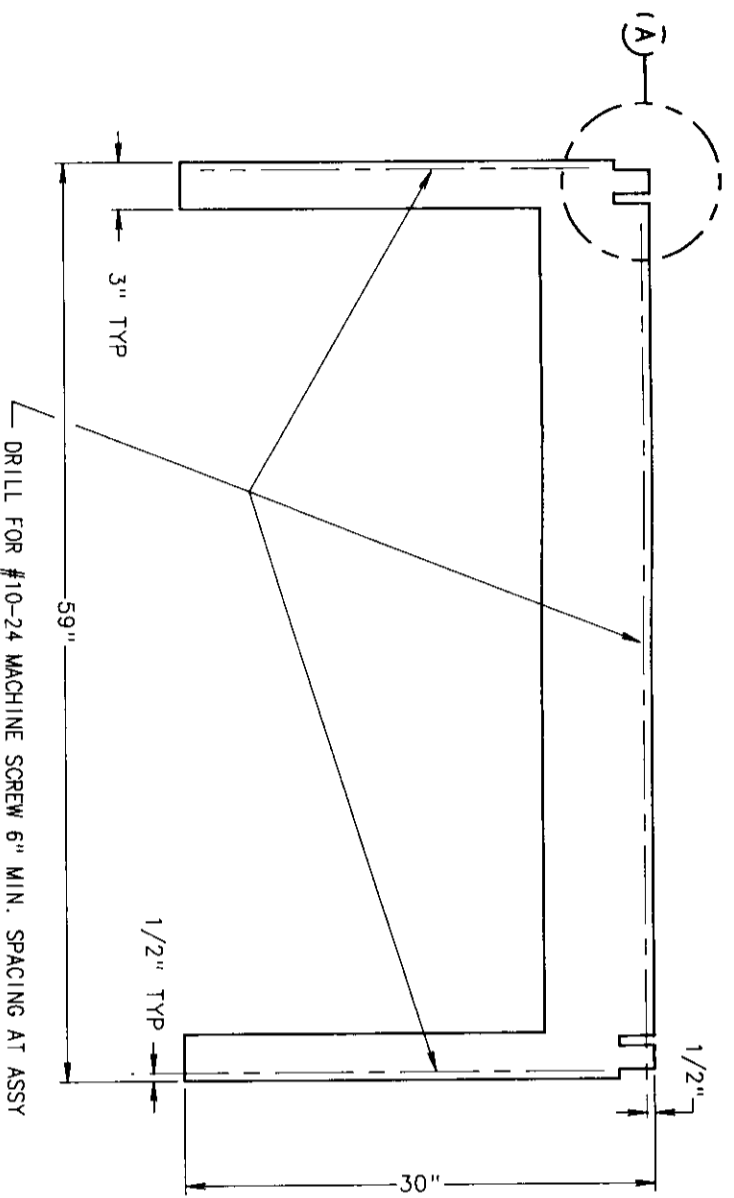


24 RISER MOUNT  
1/4" x 2" HR STEEL BAR  
6 REQ'D

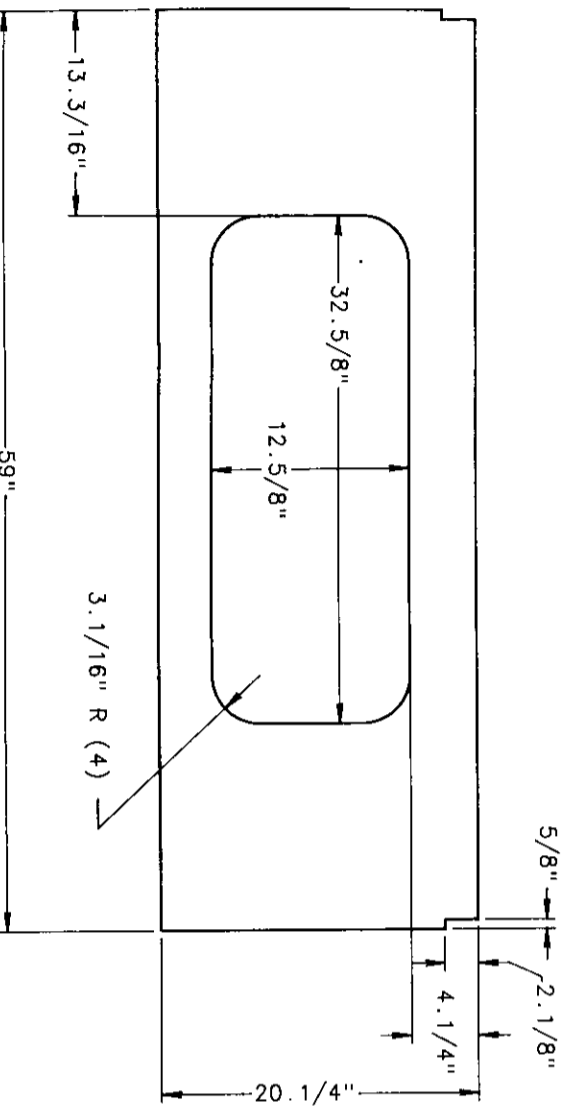
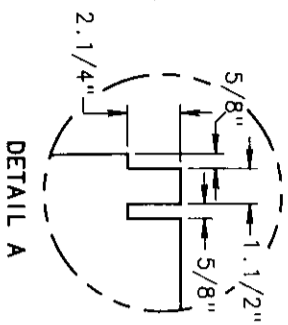


19 CAB MOUNTING PLATE  
3/8" x 3 1/2" HR STEEL BAR  
4 REQ'D

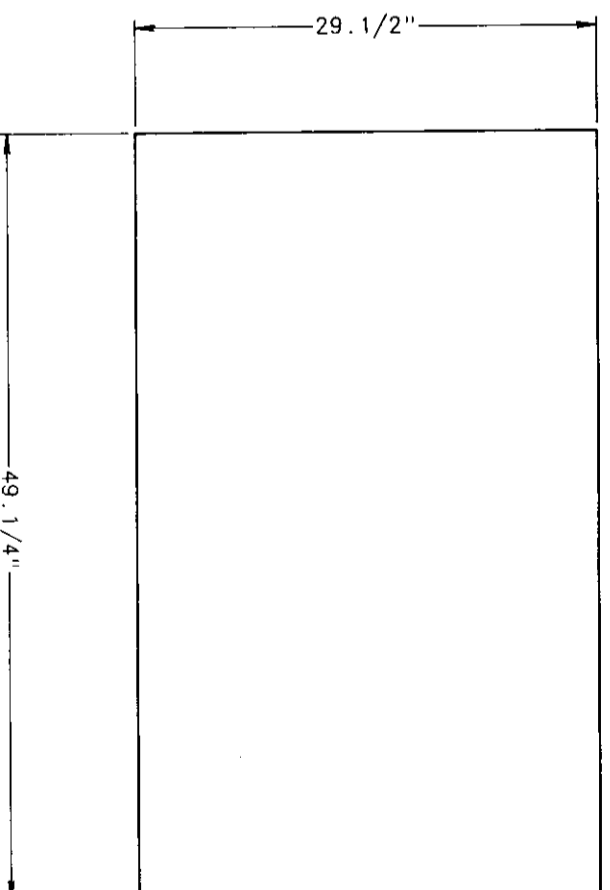




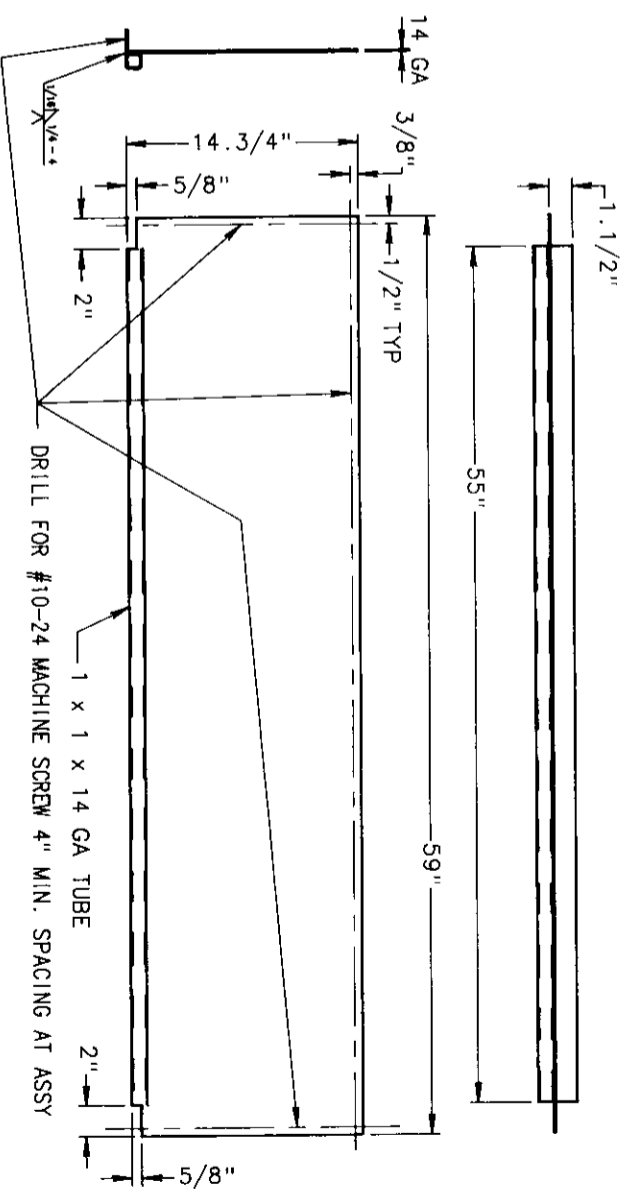
30 FRONT PANEL SHEET  
14 GA. SHEET STEEL - 1 REQ'D



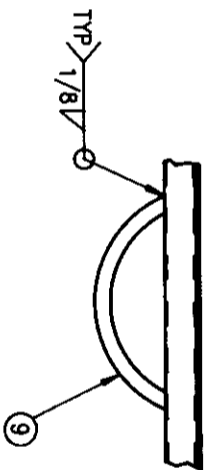
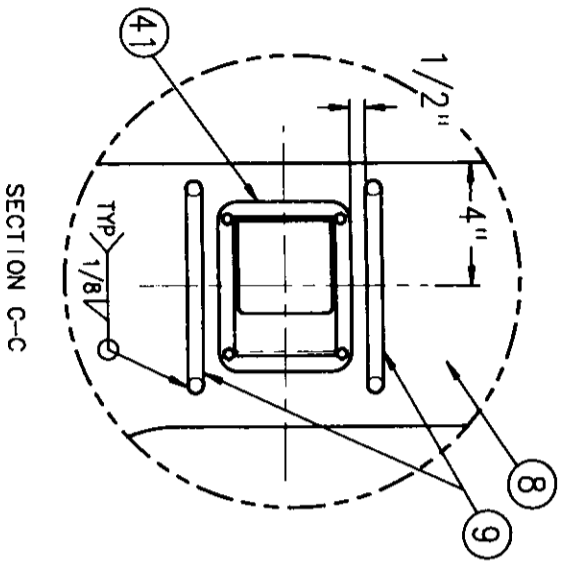
29 REAR WINDOW PANEL - 11 GA SHEET STEEL - 1 REQ'D



27 TOP PANEL SHEET  
11 GA SHEET STEEL - 2 REQ'D



28 LOWER REAR PANEL  
14 GA SHEET STEEL / 1" x 1" x 14 GA STEEL TUBE  
1 REQ'D



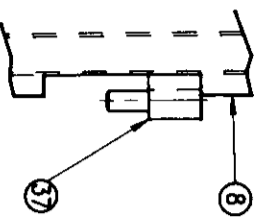
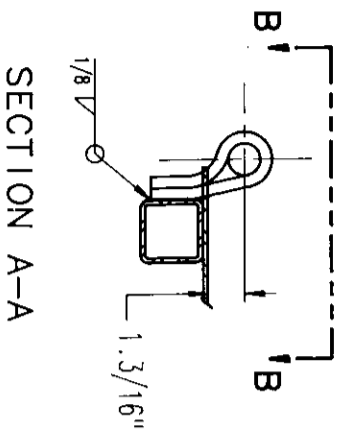
SECTION C-C

SECTION D-D

ITEM	DRAWING	DESCRIPTION	QTY
40	90-5301C	WELDMENT - DOOR TUBE	1
8	90-5300C	DOOR PANEL	1
9	90-5300C	DOOR HANDLE	3
37	90-5310C	DOOR HINGE - RH	2
41	PUR	PADDLER SLAM LATCH	1
38	PUR	WINDOW GASKET KIT	1
39	PUR	SLIDING WINDOW	1

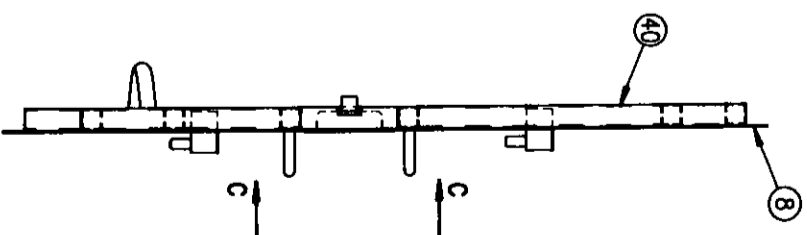
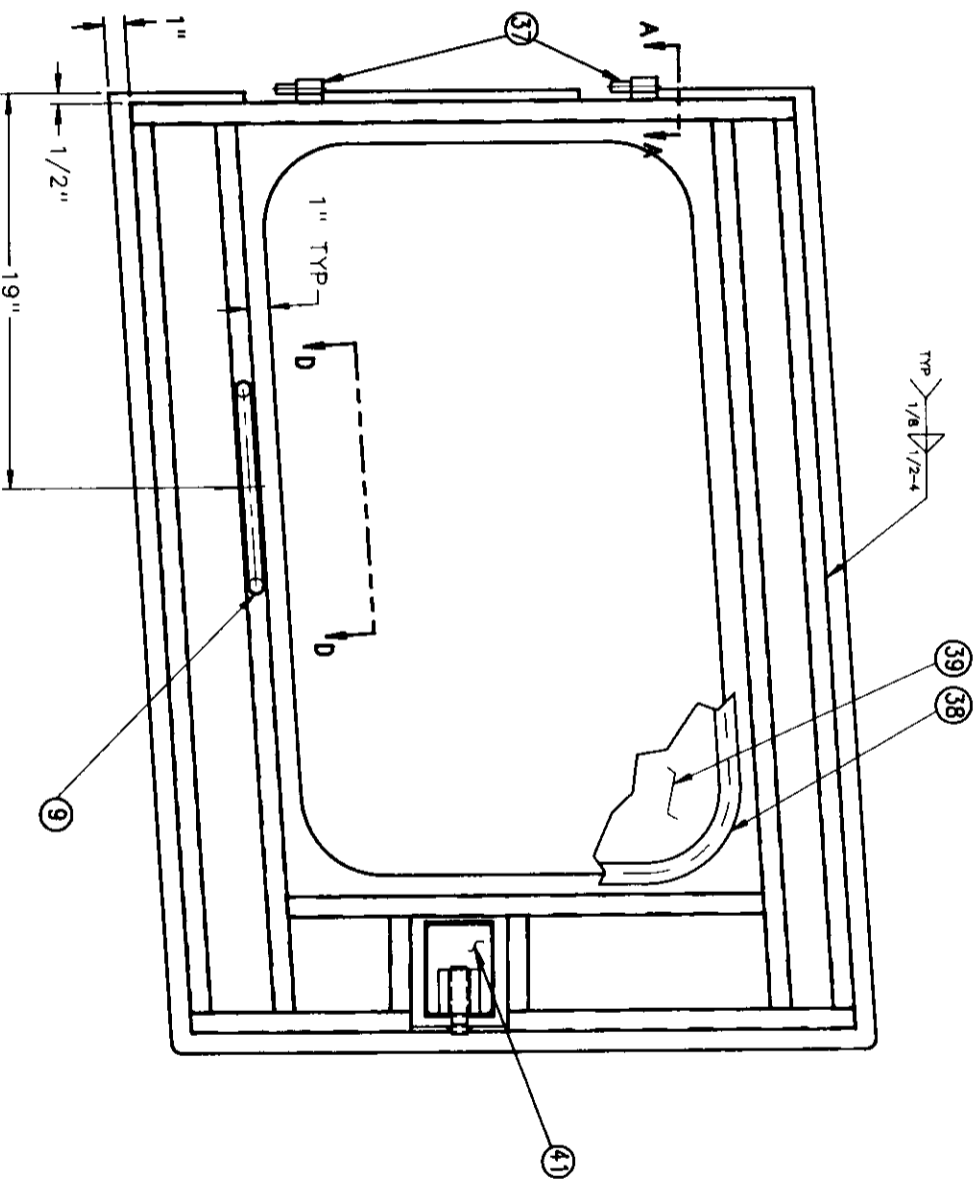
NOTE: DRAWING SHOWS RIGHT HAND DOOR ONLY  
LEFT DOOR IS OPPOSITE

⊙ LEFT DOOR REQUIRES LEFT HINGE  
ORDER AUSTIN HDWE #2-B; LEFT (2) & RT (2)  
⊙ AUSTIN HDWE #1-DSL  
⊙ C.R. LAWRENCE CO. #AS1656; CONTACT GLASS  
SHOP FOR GLASS SIZE



SECTION A-A

SECTION B-B



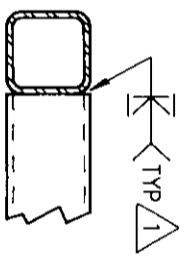
SHEET 6 OF 12

NORTHEAST FOREST FIRE SUPERVISORS  
ROSCOMMON EQUIPMENT CENTER  
FOREST FIRE EXPERIMENT STATION  
P.O. BOX 44  
MUSKOGEE, ALABAMA 36533  
PHONE: 334-530-5300  
FAX: 334-530-5300  
M-561 DOOR COMPLETE

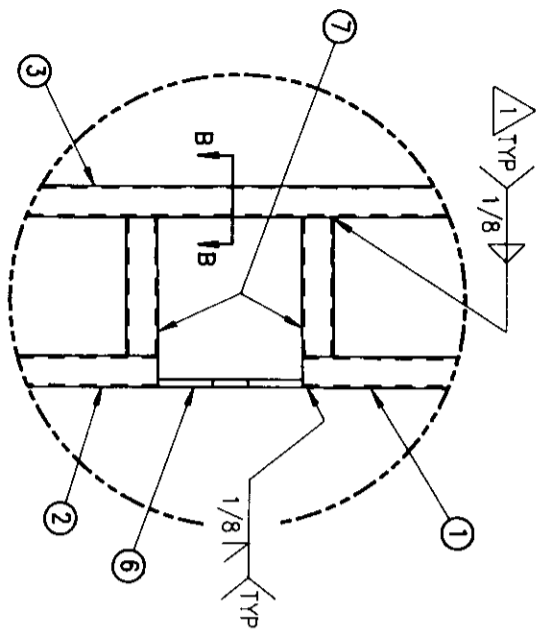


ITEM	DRAWING	DESCRIPTION	QTY
1	90-5300C	UPPER JAM BRACE	1
2	90-5300C	LOWER JAM BRACE	1
3	90-5300C	VERTICAL BRACE	1
4	90-5300C	HORIZONTAL BRACE	4
5	90-5300C	HINGE BRACE	1
6	90-5300C	BOLT BRACE	1
7	90-5300C	LATCH BRACE	2

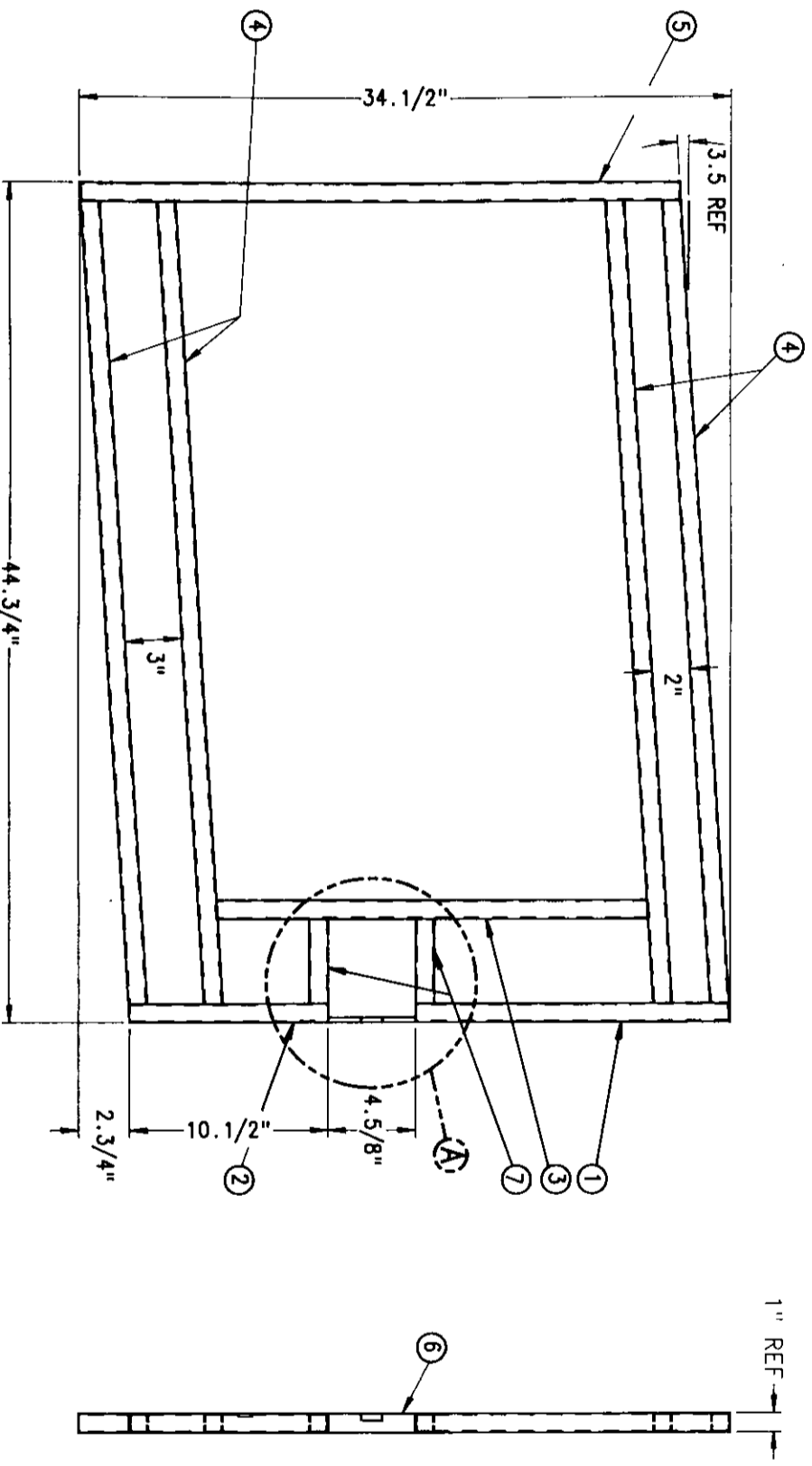
1 TYPICAL WELDS ALL TUBE SECTIONS



SECTION B-B

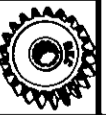


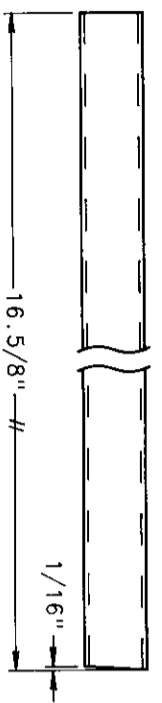
DETAIL A



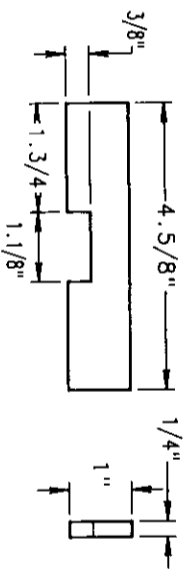
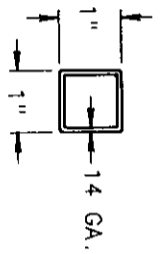
SHEET 7 OF 12

NORTHEAST FOREST FIRE SUPERVISORS  
 ROSCOMMON EQUIPMENT CENTER  
 FOREST FIRE EXPERIMENT STATION  
 7.0, BOX 88  
 ROSCOMMON, ILLINOIS 62453  
 TEL: 618-330-1100  
 FAX: 618-330-1110  
 WELDMENT: DOOR TUBE

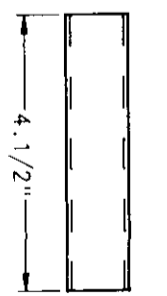




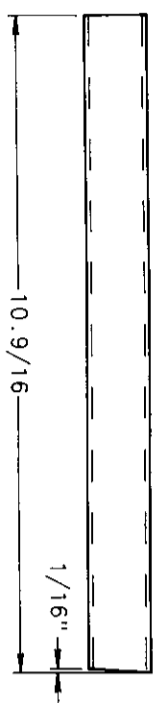
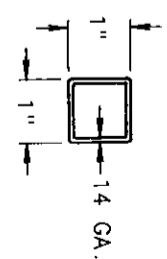
① UPPER JAM BRACE - 1 REQ'D\DOOR  
1 x 1 x 14 GA WALL SQ TUBE



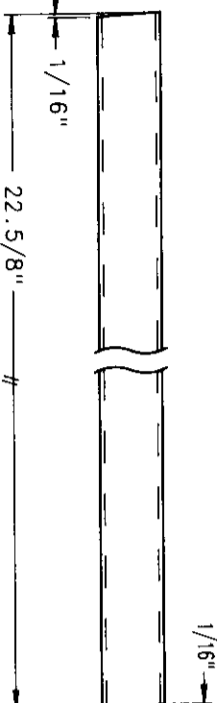
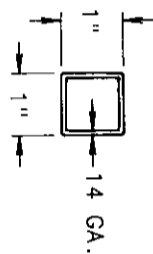
⑥ BOLT BRACE - 1 REQ'D\DOOR  
1/4 x 1 HR STL BAR



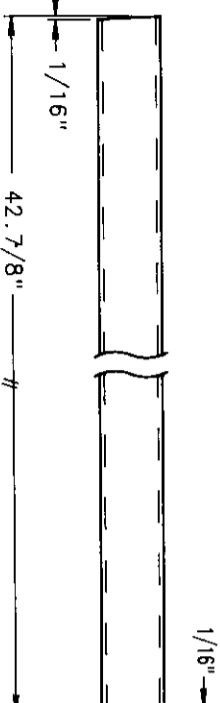
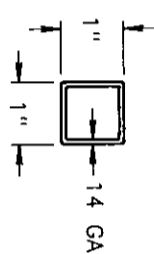
⑦ LATCH BRACE - 2 REQ'D\DOOR  
1 x 1 x 14 GA WALL SQ TUBE



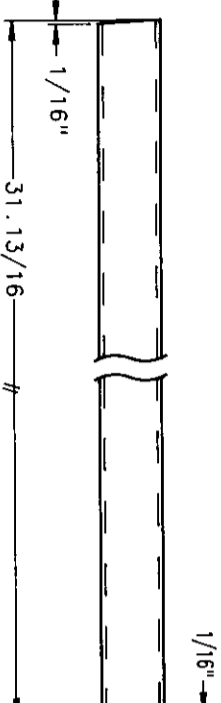
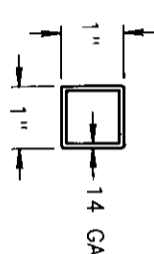
② LOWER JAM BRACE - 1 REQ'D\DOOR  
1 x 1 x 14 GA WALL SQ TUBE



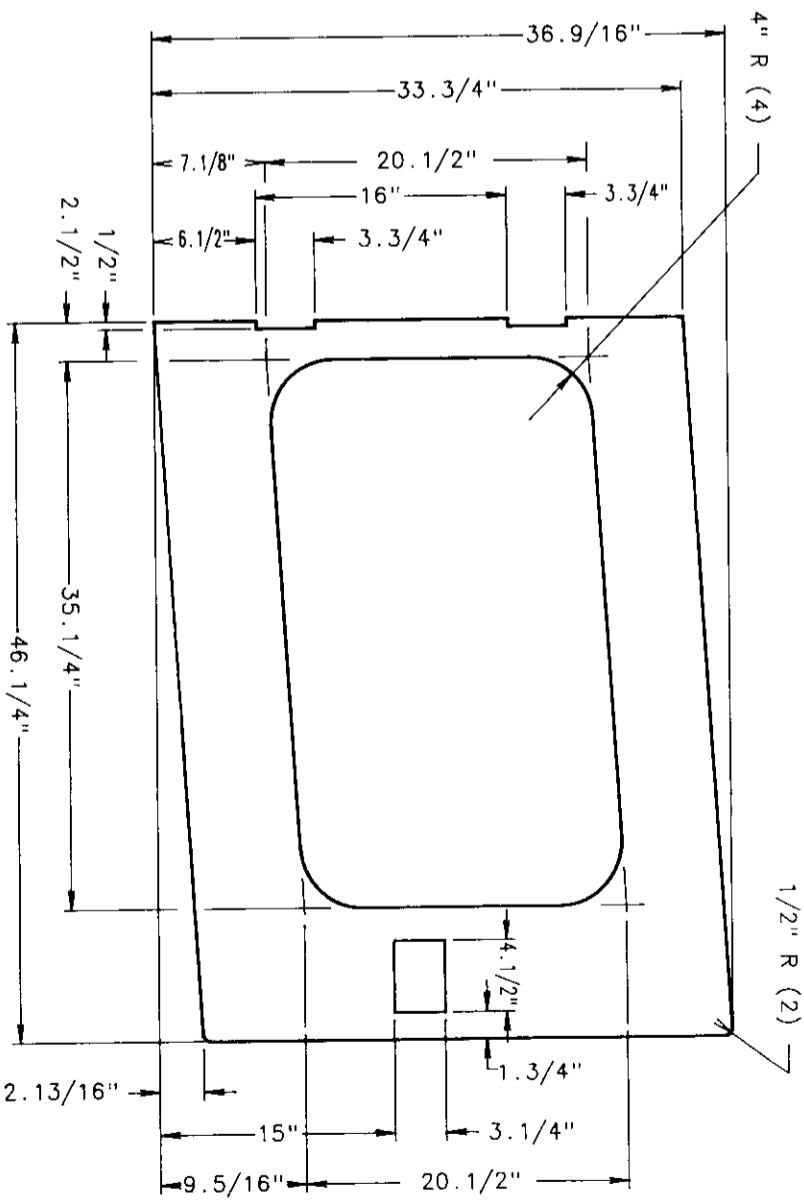
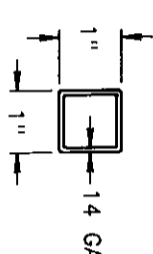
③ VERTICAL BRACE - 1 REQ'D\DOOR  
1 x 1 x 14 GA WALL SQ TUBE



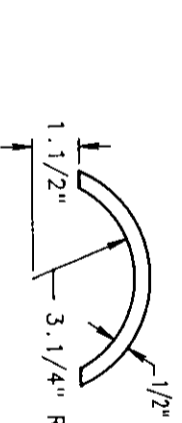
④ HORIZONTAL BRACE - 4 REQ'D\DOOR  
1 x 1 x 14 GA WALL SQ TUBE



⑤ HINGE BRACE - 1 REQ'D\DOOR  
1 x 1 x 14 GA WALL SQ TUBE



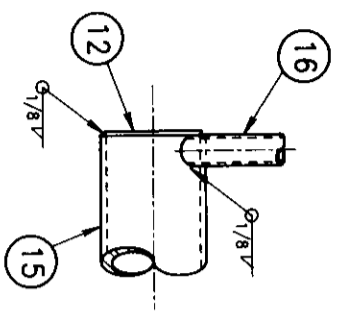
⑧ DOOR PANEL - 1 REQ'D\DOOR  
14 GA. SHEET STL.



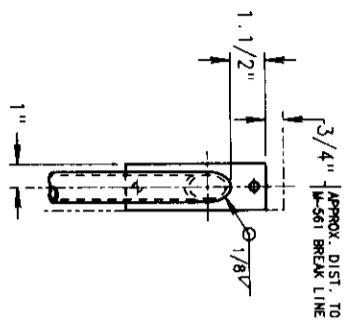
⑨ DOOR HANDLE - 3 REQ'D\DOOR  
1/2" DIA HR RD BAR



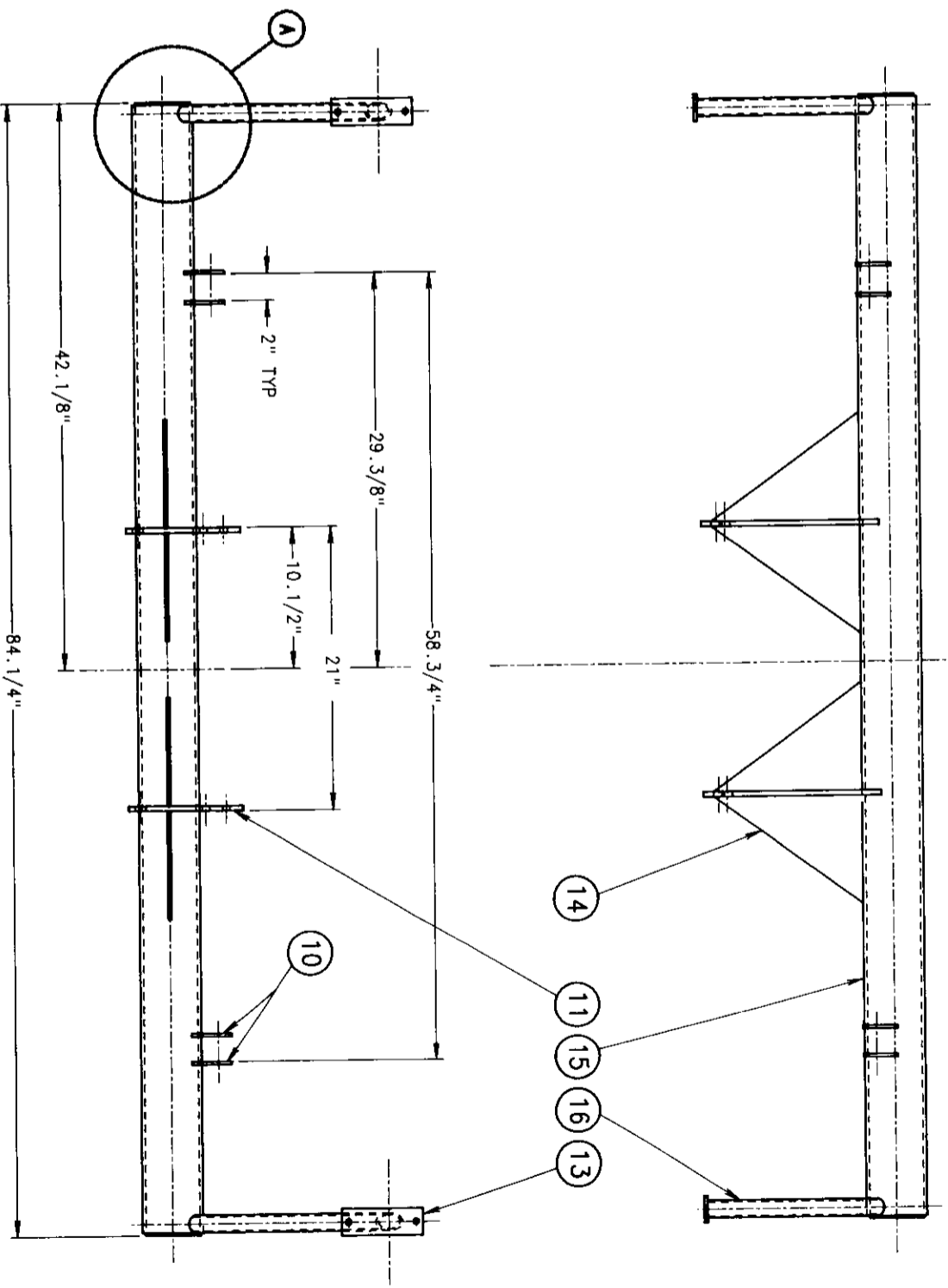
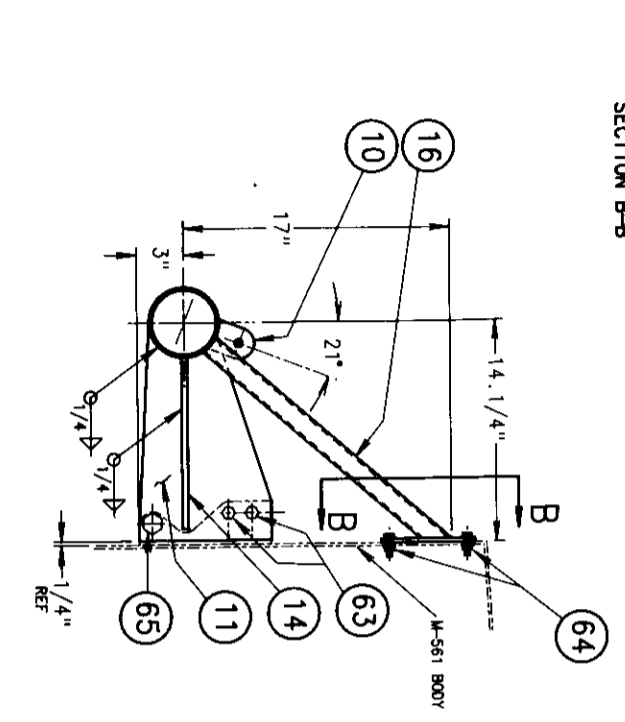
ITEM	DRAW. NO.	DESCRIPTION	QTY
10	90-5303C	LOWER LIMB RISER MT	4
11	90-5303C	BUMPER MTG PLATE	2
12	90-5303C	BUMPER END CAP	2
13	90-5303C	BUMPER SUPPORT PLATE	2
14	90-5303C	BUMPER GUSSET	4
15	90-5303C	BUMPER PIPE	1
16	90-5303C	BUMPER SUPPORT PIPE	2
63	PUR	HKS 3/4" x 10 x 2.1/2" LONG; L. WASH; NUT	2
64	PUR	HKS 1/2" x 13 x 2.1/2" LONG; L. WASH; NUT	4
65	PUR	HKS 3/8" x 16 x 1.1/2" LONG; L. WASH; NUT	4



DETAIL A



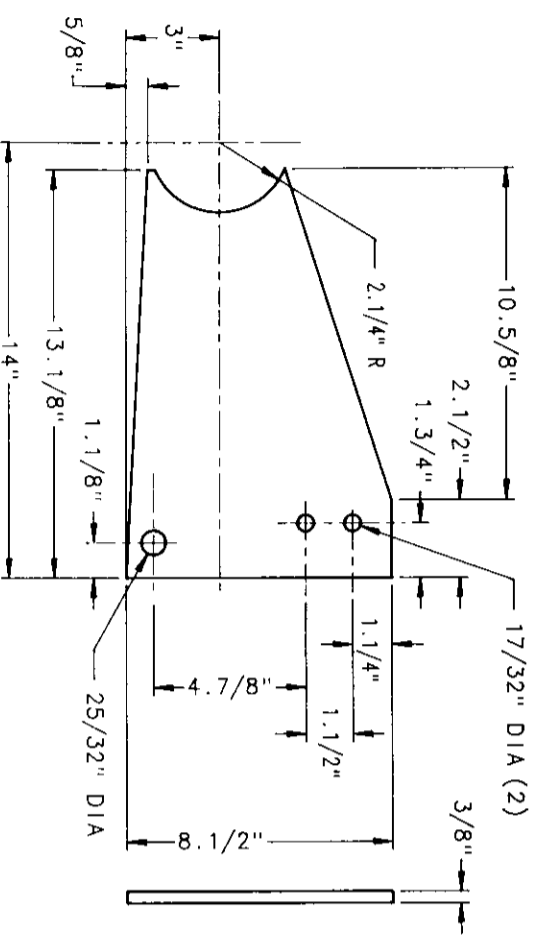
SECTION B-B



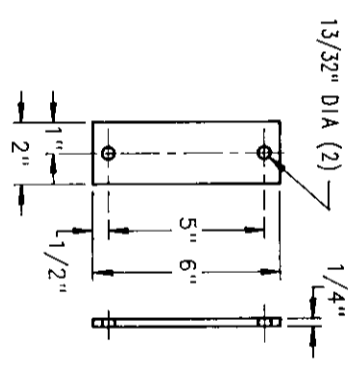
SHEET 9 OF 12

NORTHEAST FOREST FIRE SUPERVISORS  
 ROSCOMMON EQUIPMENT CENTER  
 FOREST FIRE EXPERIMENT STATION  
 FOREST FIRE EXPERIMENT STATION  
 BUMPER WELDMENT - M-561

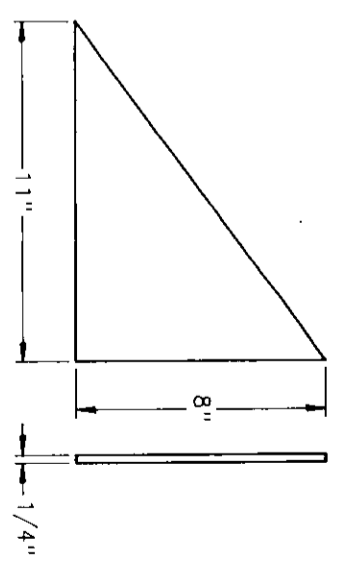




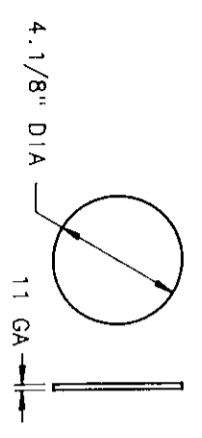
11 BUMPER MTDG PLATE  
3/8" STL PLATE 2 REQ'D



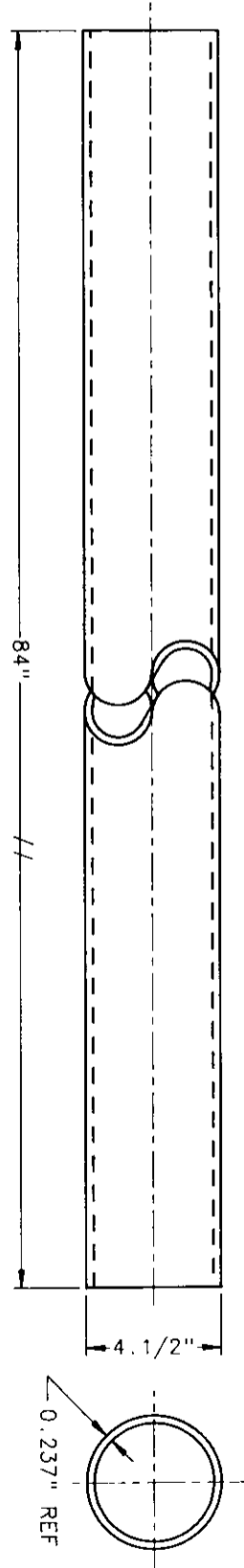
13 BUMPER SUPPORT PLATE  
1/4" x 2 HR STL BAR  
2 REQ'D



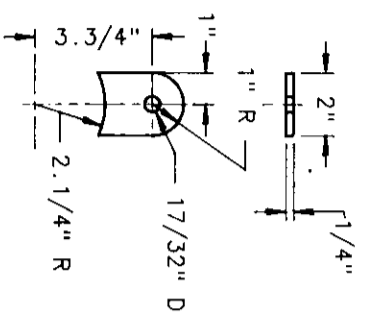
14 BUMPER GUSSET  
1/4" HR STL PLATE  
4 REQ'D



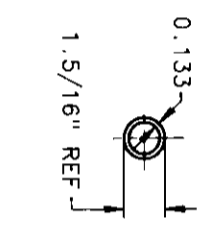
12 BUMPER END CAP  
11 GA STL - 2 REQ'D



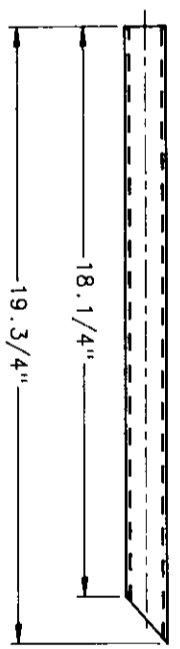
15 BUMPER PIPE  
4" SCH 40 BLK PIPE  
1 REQ'D



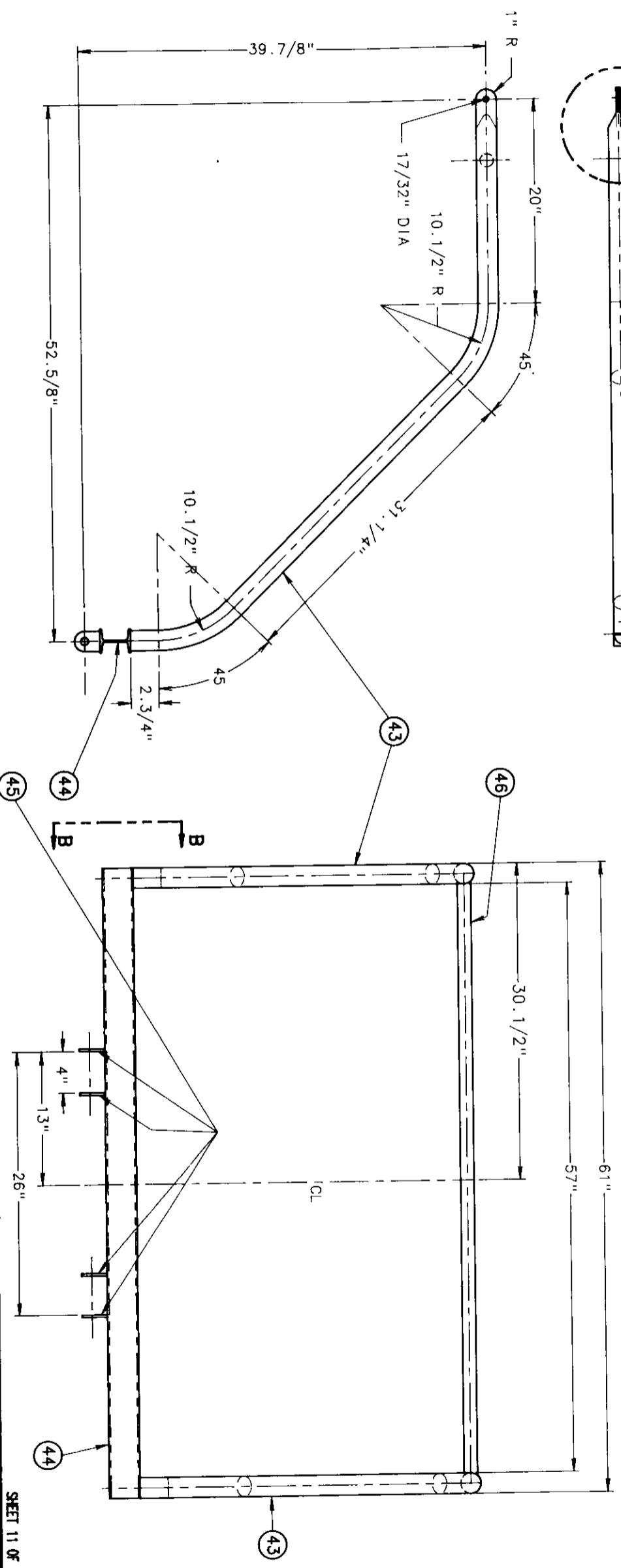
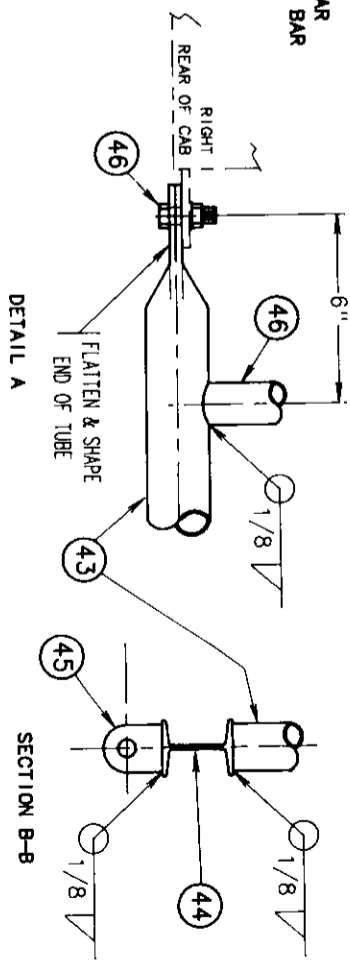
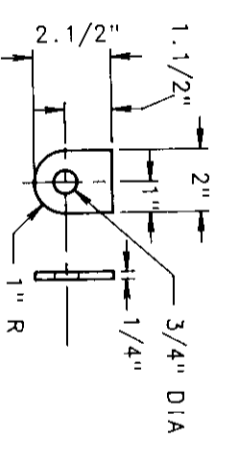
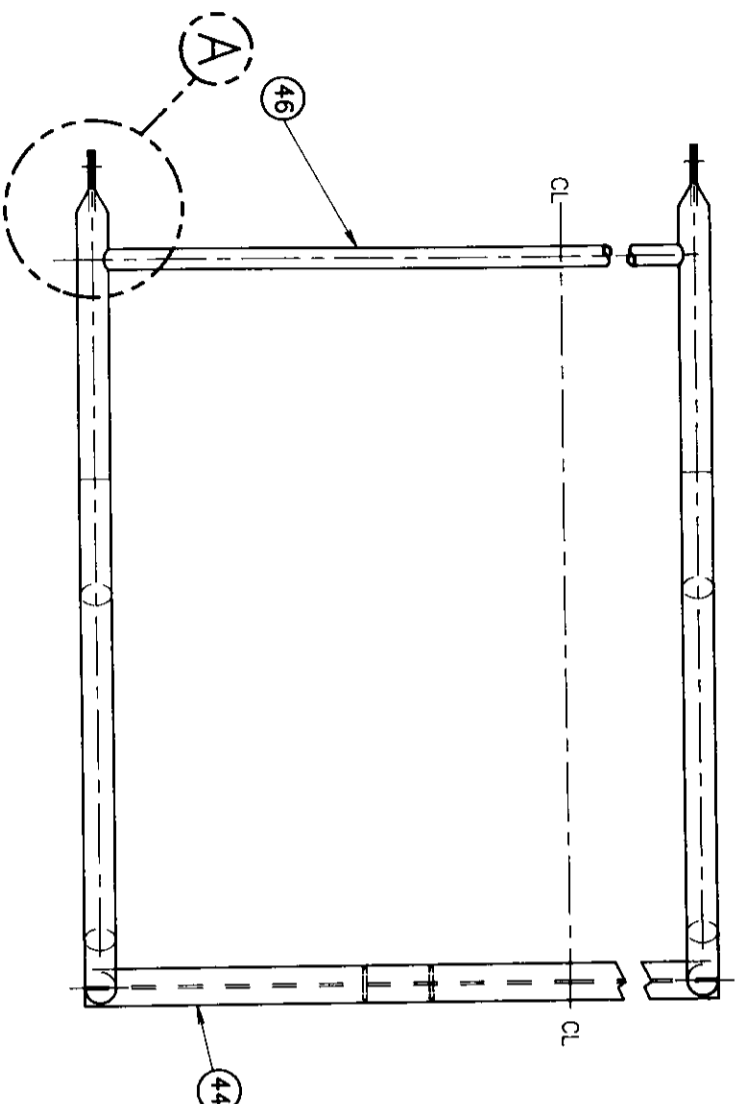
10 LOWER LIMB RISER MT  
1/4" x 2 HR STL BAR  
4 REQ'D



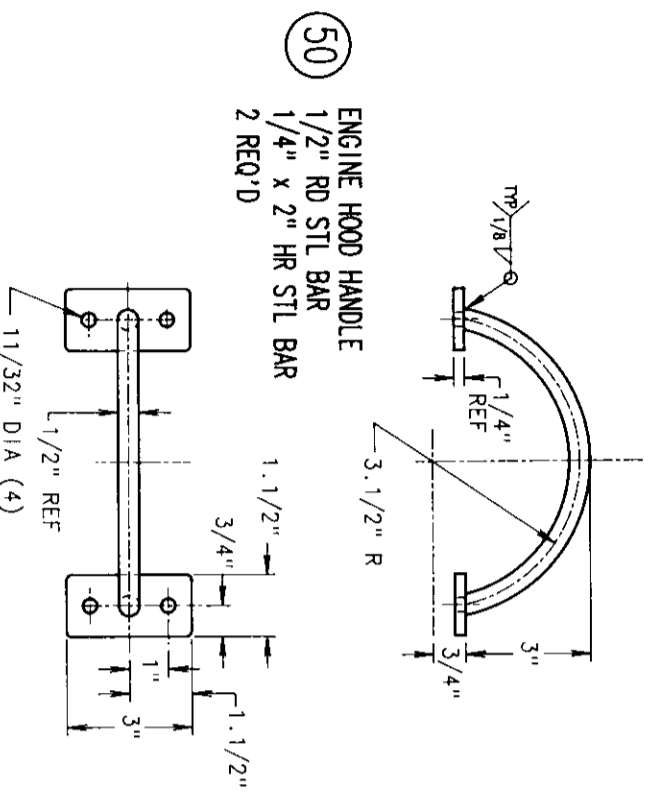
16 BUMPER SUPPORT PIPE  
1" SCH 40 BLK PIPE  
2 REQ'D



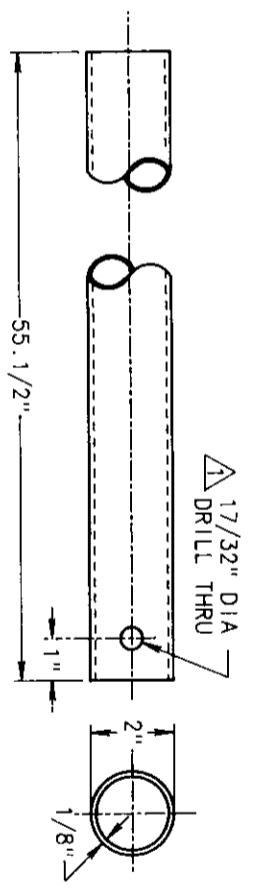
ITEM	DRAWING	DESCRIPTION	QTY
43	90-5308C	2" x 1/8" WALL STL TUBE - 70" LONG	2
44	90-5308C	3" x 5.7# STL I-BEAM - 61" LONG	1
45	90-5308C	REAR MTG EAR	4
46	90-5308C	1" SCH 40 BLK PIPE - 58" LONG	1
47	90-5308C	1/2 UNC x 1.1/2" HHS; L. WASHER; NUT	2



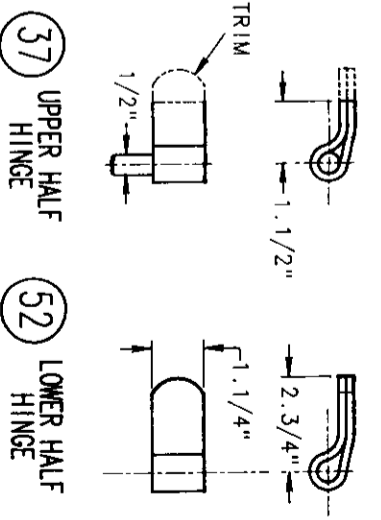
NORTHEAST FOREST FIRE SUPERVISORS  
 ROSCOMMON EQUIPMENT CENTER  
 FOREST FIRE EXPERIMENT STATION  
 SHEET 11 OF 12  
 REAR CAB SUPPORTS



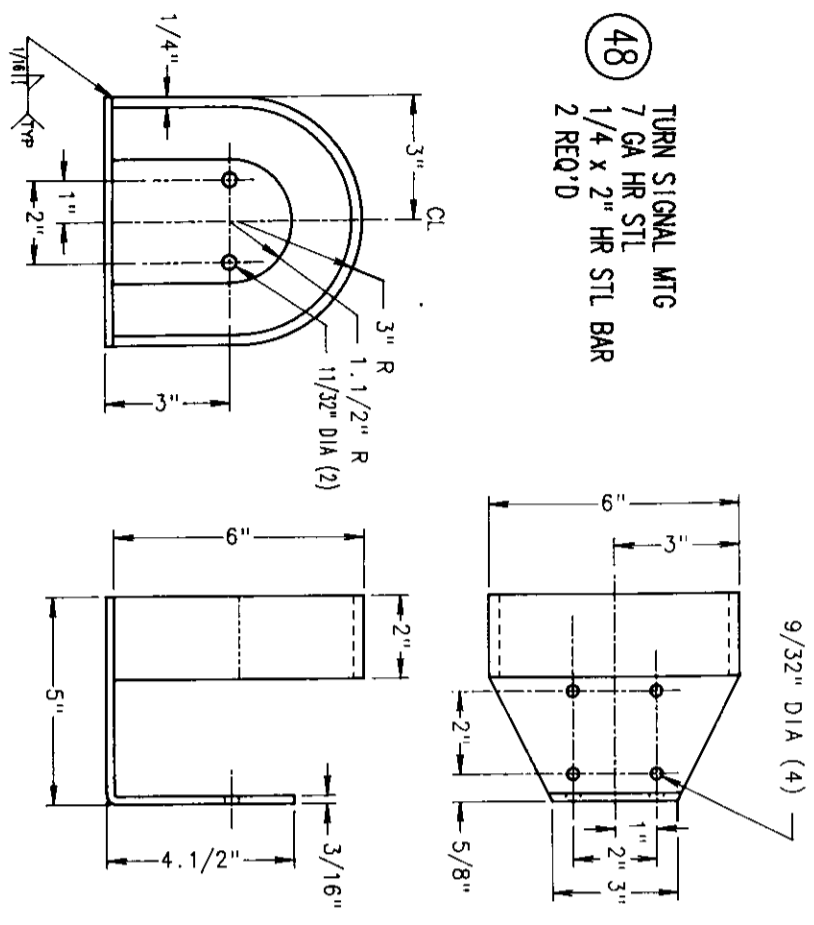
**50** ENGINE HOOD HANDLE  
 1/2" RD STL BAR  
 1/4" x 2" HR STL BAR  
 2 REQ'D



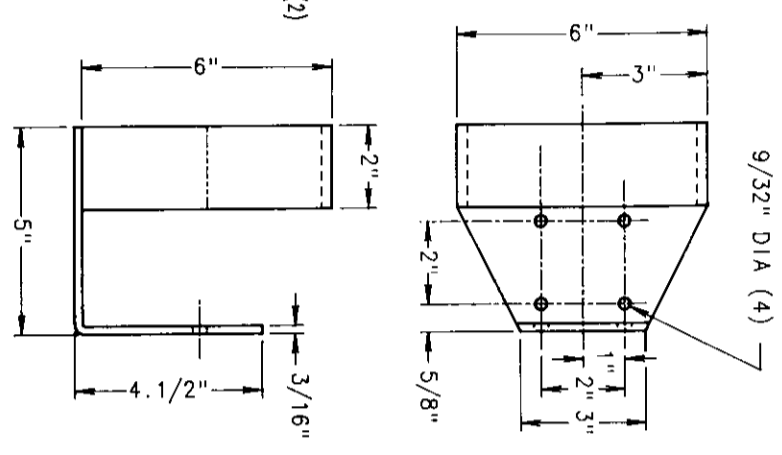
**53** LIMB RISER  
 2" x 1/8" WALL STL TUBE  
 2 REQ'D



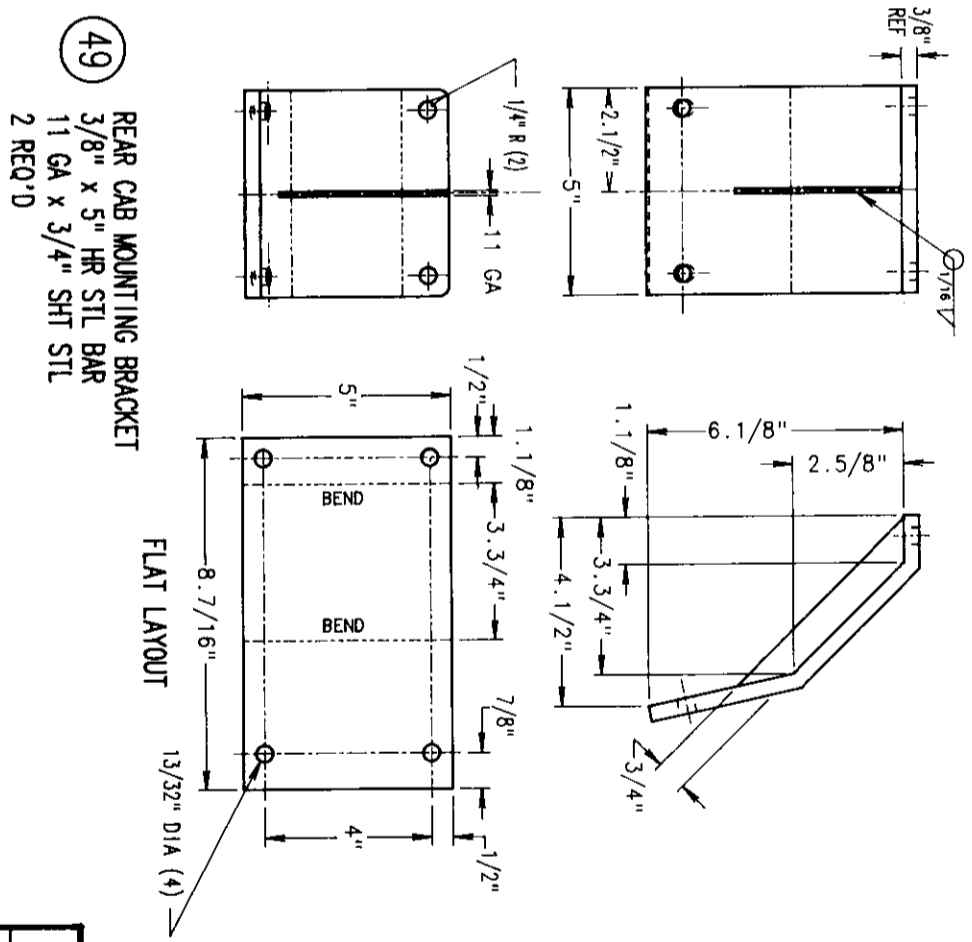
**37** UPPER HALF HINGE  
**52** LOWER HALF HINGE  
 DOOR HINGE  
 AUSTIN HDW. #2-B  
 RIGHT SHOWN (ORDER 2 LEFT / 2 RT)  
 MODIFY AS SHOWN



**48** TURN SIGNAL MTC  
 7 GA HR STL  
 1/4" x 2" HR STL BAR  
 2 REQ'D

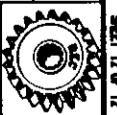


**51** DOOR STOP  
 2.1/2" x 2" x 1/4" STL ANG  
 RUBBER TIP-1/4"x20 TPI STOP  
 2 REQ'D



**49** REAR CAB MOUNTING BRACKET  
 3/8" x 5" HR STL BAR  
 11 GA x 3/4" SHI STL  
 2 REQ'D

NORTHEAST FOREST FIRE SUPERVISORS  
 ROSCOMMON EQUIPMENT CENTER  
 FOREST FIRE EXPERIMENT STATION  
 FOREST FIRE EQUIPMENT CENTER  
 FOREST FIRE EXPERIMENT STATION  
 M-561 DETAILS



SEP 11 07 13

## GUIDELINES FOR USE AND ACCOUNTABILITY OF FEDERAL EXCESS PERSONAL PROPERTY

The objective of this program is to ensure efficient and economical rural community and wildland fire protection through the loan of Federal excess personal (FEPP) property to State forestry agencies.

The Federal Property and Administrative Services Act of 1949 (40 U.S.C. 483), as amended, and Section 7 of the Cooperative Forestry Assistance Act of 1978 (16 U.S.C. 2106) authorize and encourage the Secretary of Agriculture to loan Federal excess personal property to State and local fire forces for use in rural fire prevention and control activities. All Federal property acquisition, use, and disposal is governed by Forest Service Handbook 6409.31 - Federal Property Management Regulations.

The Federal Excess Personal Property Program is an assistance program covered by 7 CFR 3015, Subpart I. Sections of Subpart R of 7 CFR 3015 shall govern program activities. Applicable assurance and compliance clauses of 7 CFR 3015.205 shall be incorporated into the agreements between the Forest Service and the State Foresters.

State Foresters can acquire, use, and dispose of Federal excess personal property after entering into a cooperative agreement with the Forest Service. Cooperative agreements exist between the Forest Service and each of the 50 States, Guam, Puerto Rico, the Virgin Islands, and the Northern Mariana Islands. Personal use of any Federal excess personal property is prohibited. Failure to follow these guidelines may result in the suspension of a State FEPP Program.

Administration of this Federal-State cooperative program is the joint responsibility of the USDA Forest Service, State Foresters, and the General Services Administration.

The property must be identified as Federal property and in such a manner that indicates the cooperation between the State Forester and fire district or company. The State is required to keep a record of its assignment and to periodically inspect the equipment. Ownership is retained by the State Forester for the Federal Government. }

The State is required to have a written agreement with each fire district (or company) that is assigned equipment. The agreement must stipulate insurance and liability conditions. Licensing is handled by the State.

When such equipment becomes unserviceable through use or damage, or is no longer desired by the fire company, it must be reassigned or disposed of by the States, using procedures established by the Federal Government.

NOTICE: This statement was reviewed and updated in June, 1988. The continued success of the FEPP program depends entirely on the absolute commitment of all users to abide by established rules for use of excess federal property in wildland fire management problems. Do not enter into an agreement unless you can abide by this statement of guidelines and accountability.

USDA - Forest Service