



Fig.1. Rear view of truck

access for the first officer to operate a spotlight and a searchlight mounted on the cab roof. The cover of the observation hatch is retained in the closed position by a toggle catch. The cover is hinged on the right-hand edge and is secured in the fully open position by two Terry clips which engage with a bar attached to a gantry on the cab roof. The cab doors open fully forward and can be retained by spring-loaded catches. The mouth piece of the voice tube used for communication with the crewman is located on the rear bulkhead between the sliding backlights.

10. The extending ladder is mounted on a gantry on top of the right-hand side of the body and cab. The ladder is retained by a hand-operated catch which engages with one of the ladder rungs.

11. A crash guard and two fog lamps are mounted at the front of the truck. Both fog lamps are controlled by one switch, marked FOG LAMP, located above the central instrument panel. Both the seats in the cab and the crewman's seat are fitted with a Britax lap and diagonal safety belt.

CAB LAYOUT (fig.2)

12. In addition to the normal driving controls fitted as standard items, the cab contains a heater/demister, radio telephone, windscreen washers and a two-tone horn.

Heater/demister

13. The heater/demister for cab heating and windscreen demisting consists of a coil containing heated water and a motor driven fan. The water is supplied from the engine water-cooling system via an isolating valve at the rear of the engine. The electrical supply for the fan motor is taken from the chassis battery via a two position control switch which provides two speeds of operation. The switch, marked HEATER, is located on the left of the central instrument panel. Cab heating is selected by opening the small door on each side of the unit; leaving the doors closed provides windscreen demisting.