

of light water or foam mixture through this outlet is controlled by an Audco butterfly valve which is remotely operated using a lever in the cab. The lever, marked MAIN FOAM VALVE/OPEN/CLOSED, is located to the right of the first officer's seat and is retained in the vertical (closed) position by a spring catch. The Audco butterfly valve is opened by pushing the catch to the left, in order to release the lever, and simultaneously pushing the lever downwards until it rests on the floor-mounted stop.

25. The main outlet is connected to the single phase pump by a 2 in. bore flexible rubber pipe. A  $\frac{1}{2}$  in. Kontite union is silver soldered into the side of the main outlet and is connected to the flushing water intake control valve.

#### Drain valve

26. The tank drain valve is located to the right of the tank main outlet in a trough which forms a sump. The valve is hand-operated and is used to completely empty the tank of its liquid contents.

#### Sight gauge

27. A plastic sight tube located on the left-hand side of the body directly behind the cab, gives an indication of the level of the liquid in the tank. It is calibrated from 10 gal to 100 gal in 10 gallon steps. The sight tube is connected by a plastic hose to an outlet in the base of the tank. A tap in the outlet pipe allows the sight tube to be isolated, and a tap located on the body just below the sight tube allows it to be drained.

#### Immersion heater

28. A thermostatically controlled 1000 watt immersion heater is set into the base of the tank and is connected to the a.c. mains plug. When the truck is on standby in cold conditions the heater maintains the liquid in the tank at a temperature of 140 deg.F.

#### PUMP

29. A Hathaway single stage pump is located below the vehicle chassis, directly behind the cab. The pump is fed from the tank main outlet via a flexible rubber hose. The pump outlet feeds both hoses via a 'T' pipe junction. When the truck is on standby in cold conditions the pump and exposed lengths of metal pipe are maintained at an operating temperature by lagging. The lagging is laced to the pump with nylon cord, and capillary tape bound round the pipe-work. The lagging and tape are connected to the a.c. mains supply plug.

30. The drive for the pump is through a Hardy Spicer 1300 series sliding joint shaft from the power take off unit which is powered by the chassis engine. The pump speed, and hence the pump delivery pressure, is controlled by the speed of the engine. The pump casing is drilled to accept a pipe which feeds a panel mounted pressure gauge. The pump casing is also drilled to accept a drain tap.

#### Power take-off unit

31. The power take off unit is bolted to the rear of the transfer box and the drive is taken from the gearbox main shaft via a dog clutch. The clutch selector unit is fitted on top of the transfer box and the remote operating