

In Case of Fire

Fire Suppression System

Your Fire Suppression System consists of an automatic detection system, a manual actuator, and the CHECKFIRE 210 display module mounted on the right side of the dash (see Figure 4-14-1). A manual actuator is mounted on the chassis, at ground level, just to the right of the left side boarding stairs (See Figure 4-14-2).

The red button “PUSH TO ACTIVATE” on the CHECKFIRE 210 ICM and the actuator at ground level will both set off the system.

IMPORTANT! The system may be actuated by either the operator, by ground personnel, or by the automatic fire detection system.

The operator may activate the system by pressing the red button on the CHECKFIRE 210 ICM on the right side of the dash (see Figure 4-14-1 and Figure 4-14-3).

Ground personnel may activate the fire suppression system by pulling the pin and striking the button on the ground level actuator mounted on the chassis, at ground level, just to the right of the left side boarding stairs (See Figure 4-14-2).

If activated by either the operator or by ground personnel, the system will discharge immediately. If activated by the automatic fire detection system, there will be a delay of 20 seconds before system discharge, with the option to delay the discharge. This is to allow the operator to move the machine to level ground and lower the carriage to the ground. See next page for details.

In Case Of Fire

1. Whenever a fire is detected by the operator, ground personnel, or by the automatic fire detection system, the operator should **immediately** move the machine to level ground, and lower the carriage to the ground. Once the suppression system is actuated, there will be no power to move the machine, the implements, or to actuate the service brakes.

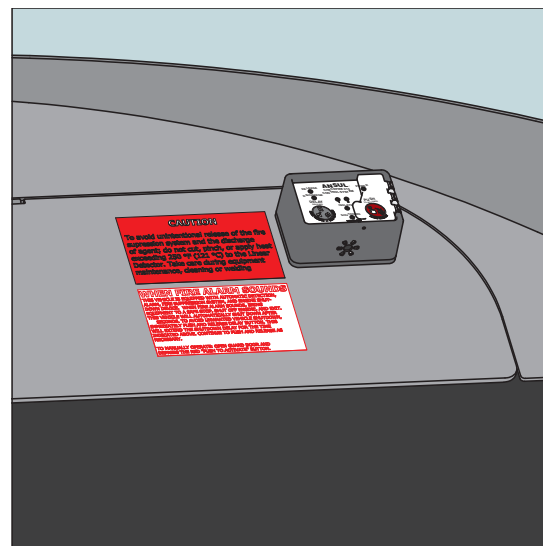


Figure 4-14-1 CHECKFIRE 210 ICM

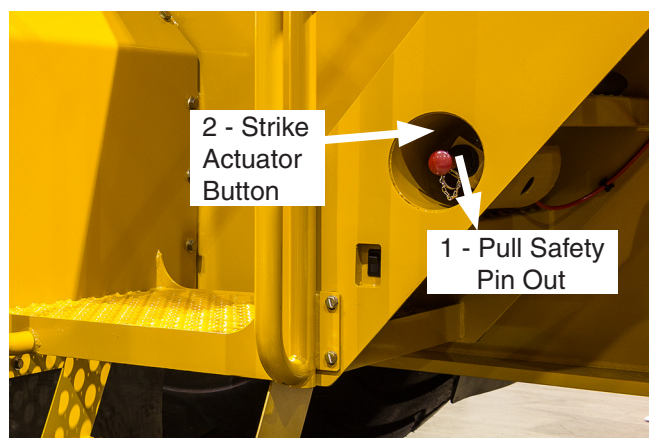


Figure 4-14-2 Ground Level Manual Actuator

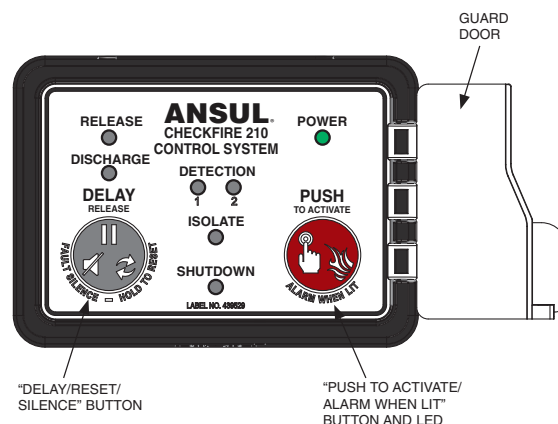


Figure 4-14-3 CHECKFIRE 210 ICM

2. If the fire detection system is activated, it will enter the sequence described in Figure 4-14-4. The operator must move the machine to level ground and lower the carriage to the ground prior to the end of TD2.
3. To manually actuate the system, swing the guard door open, press the red “Push to Activate” button on the CHECKFIRE 210 ICM and then LEAVE THE VEHICLE (see Figure 4-14-3). Fire retardant will be released, the engine will shut down, and the batteries will be disconnected from the electrical system.
4. Call the Fire Department and/or service personnel as soon as possible. After the system has discharged, watch carefully for flare ups and spot fires while maintaining a safe distance.
5. Stay clear of the vehicle until it has cooled completely.



WARNING

After a fire, hydraulic and coolant hoses are an extreme hazard. Stay away from the machine until it has cooled completely.

The hoses containing these very hot, pressurized fluids may have been damaged by the fire and could burst at any time, causing serious burns or death.

6. Any time the system is discharged, it must be refilled and recharged before resuming operation. Only Ansul representatives are authorized to refill/recharge the fire suppression system.



CAUTION

All maintenance and servicing should be performed by a qualified service technician from your local authorized service center for your fire suppression system.

See form 80-1106 (located in your manual pack or <http://www.alliedsystems.com/pdf/Wagner/Forms/80/80-1106.pdf>) for more information on your CHECKFIRE 210 ICM system.

Ansul Checkfire 210 Automatic Detection And Actuation System Sequence

1. When a fire is detected, the system enters into Time Delay 1 (TD1)
 - Duration is 10 seconds
 - Red alarm LED and sounder will pulse at a rate of twice per second
 - If the system corrects itself (fire is no longer detected), system will return to normal operation
2. At the end of TD1, the system enters into Time Delay 2 (TD2)
 - Duration is 10 seconds
 - Red alarm LED and sounder will pulse at a rate of four times per second
 - The system WILL discharge at the end of TD2...it cannot be stopped
 - It is possible to delay the discharge by pressing the grey Delay button
 - Pressing the Delay button resets the TD2 timer back to 10 seconds
 - The discharge may be delayed a maximum of two times
3. At the end of TD2, the system will actuate
 - Fire suppression system is discharged
 - Battery disconnect switch is activated, isolating electrical power
 - System brake accumulators discharge to tank
 - Parking brake is spring-activated
 - Engine is shut down

Figure 4-14-4 Ansul Checkfire 210 Automatic Detection And Actuation System Sequence