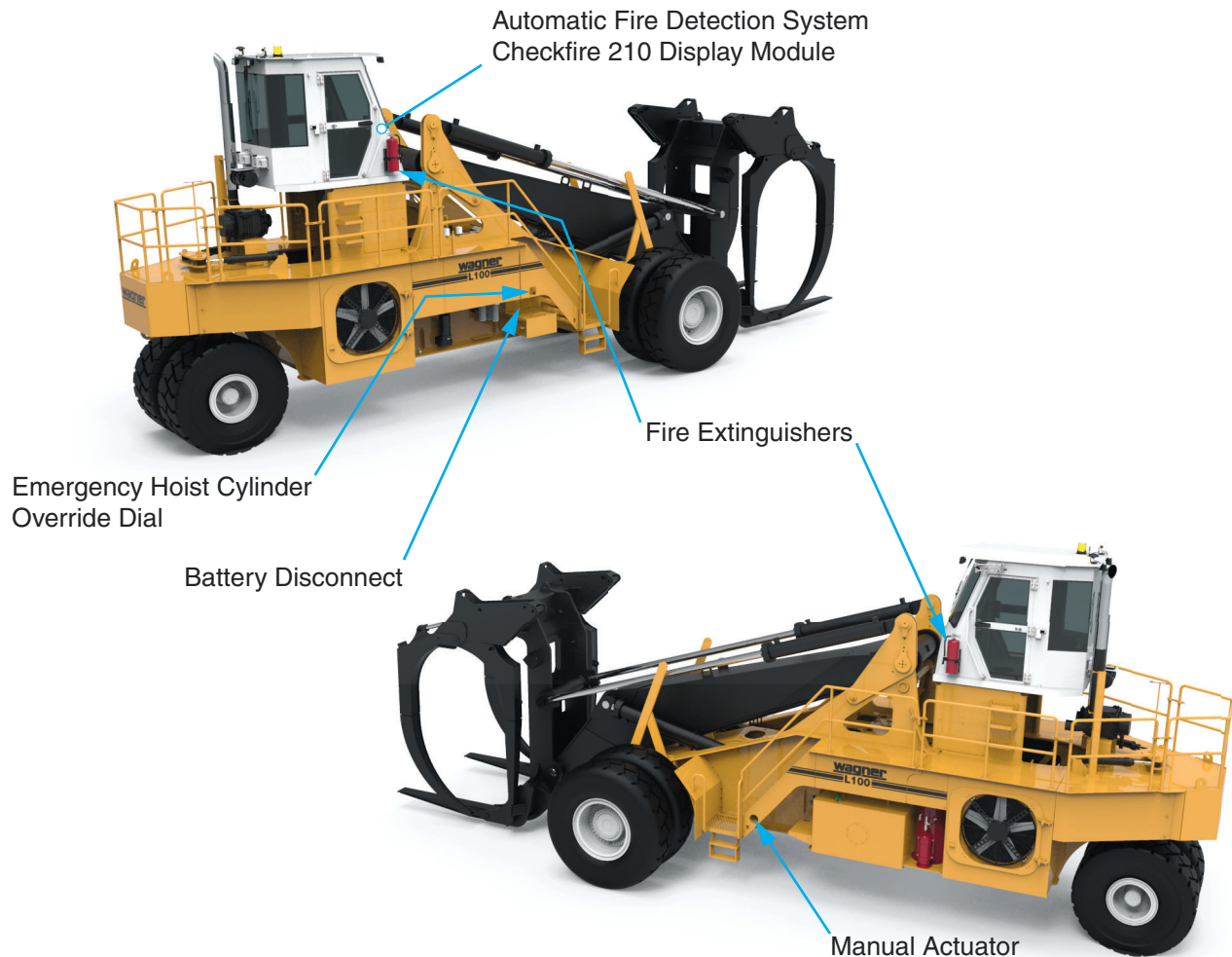


## Safety Controls



*Figure 2-7-1 Safety Controls*

## Fire Suppression System

Your Fire Suppression System consists of an automatic detection system and one manual actuator. The CHECKFIRE 210 display module is mounted on the right side of the dash (see Figure 2-7-2). A manual actuator is mounted on the chassis, at ground level, just to the right of the left side boarding stairs (See Figure 2-7-3).

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

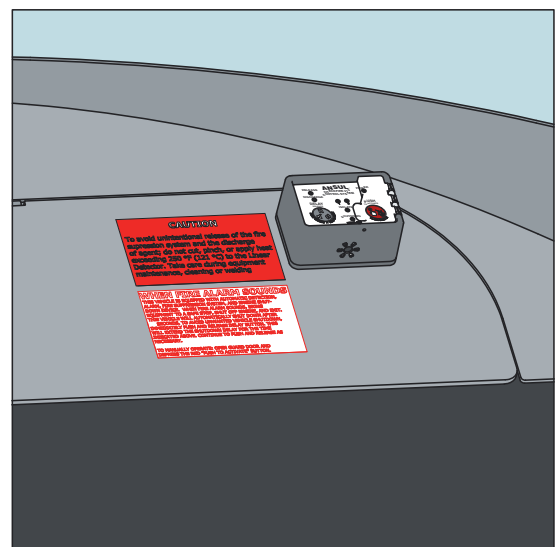


Figure 2-7-2 CHECKFIRE 210 Display Module

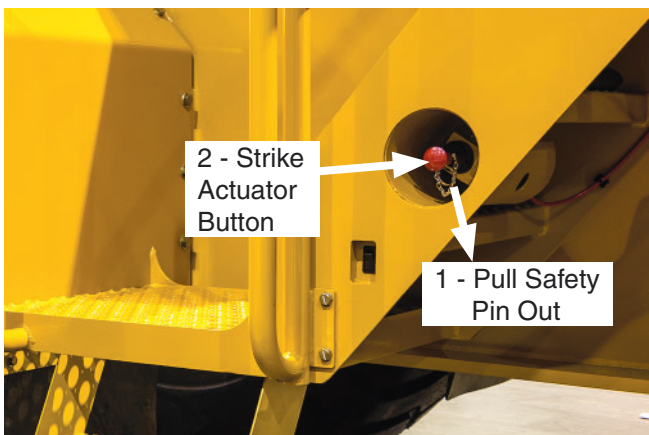


Figure 2-7-3 Ground Level Manual Actuator

**IMPORTANT!** The system may be actuated by either the operator or by ground personnel.

The operator may activate the system by pressing the red button on the CHECKFIRE 210 display module mounted on the right side of the dash (see Figure 2-7-2 and Figure 2-7-4).

Ground personnel may active 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 2-7-3).

#### In Case Of Fire

1. Swing the guard door open, press the red “Push to Activate” button on the CHECKFIRE 210 display module and then LEAVE THE VEHICLE (see Figure 2-7-4). Fire retardant will be released, the engine will shut down, and the batteries will be disconnected from the electrical system.

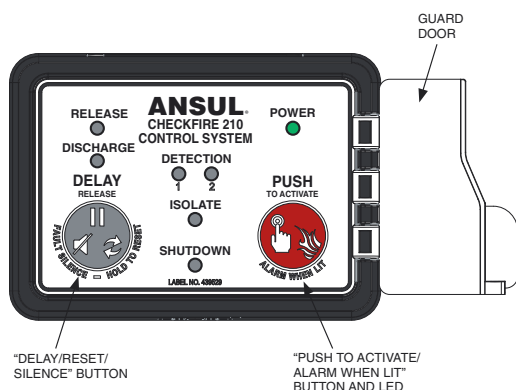


Figure 2-7-4 CHECKFIRE 210 Display Module

2. 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.
3. 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 other injuries.**

4. 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.

## Battery Disconnect Switch

Mounted just above battery compartment on the right side of the machine (see Figure 2-7-5).

This switch isolates the batteries from the electrical circuits and should be set to “off” when the machine is not in use, or during maintenance and repair, to prevent unauthorized starting or electrical shorts. Turn the switch counterclockwise to disconnect the battery. Follow your company’s lock out procedure.



## CAUTION

**Never disconnect the batteries while the “Wait to Disconnect” lamp is on. The lamp is on at all times when the DEF pump system has electrical power, even after the keyswitch has been switched to OFF. The lamp turns off once the purge of DEF is complete, at which time the batteries may be disconnected. This prevents DEF from being in the lines should it freeze.**



## CAUTION

**If any arc welding is to be carried out on the machine’s structure, it is extremely important that the disconnect switch is OFF. If the switch is left on, severe damage to the electrical system can result.**

The batteries are automatically disconnected and engine is shut down whenever the fire suppression system is actuated.

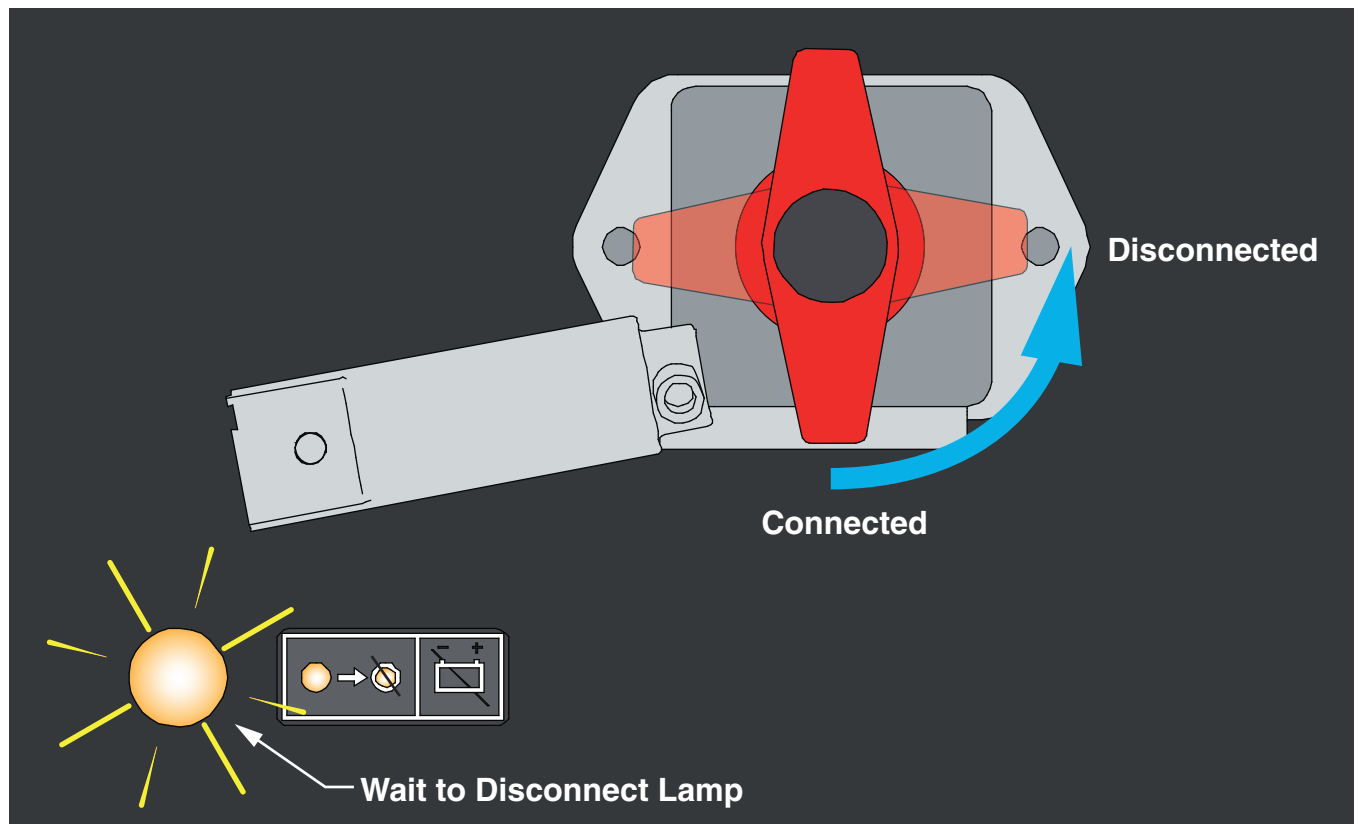


Figure 2-7-5 Battery Disconnect Switch

## Fire Extinguisher (hand held)

Mounted on each side of the cab (see Figure 2-7-6). Follow operating instructions located on the fire extinguisher.



Figure 2-7-6 Fire Extinguisher

## Emergency Hoist Cylinder Override Dial



## WARNING

**Crush Hazard - Make sure all personnel is away from the machine before lowering the boom. Failure to do so may cause serious injury or death.**

Mounted on the right side of the machine near the boarding stairs (see Figure 2-7-7). Turning the dial clockwise (CW) will drain oil from the base end of the hoist cylinders, causing the boom to lower.

### Operation

Turn dial clockwise slowly until the boom starts to lower. The boom may be lowered in increments by turning the dial slowly CW until the boom starts to lower and then turn the dial counterclockwise until boom stops. The dial will spring-return to neutral.

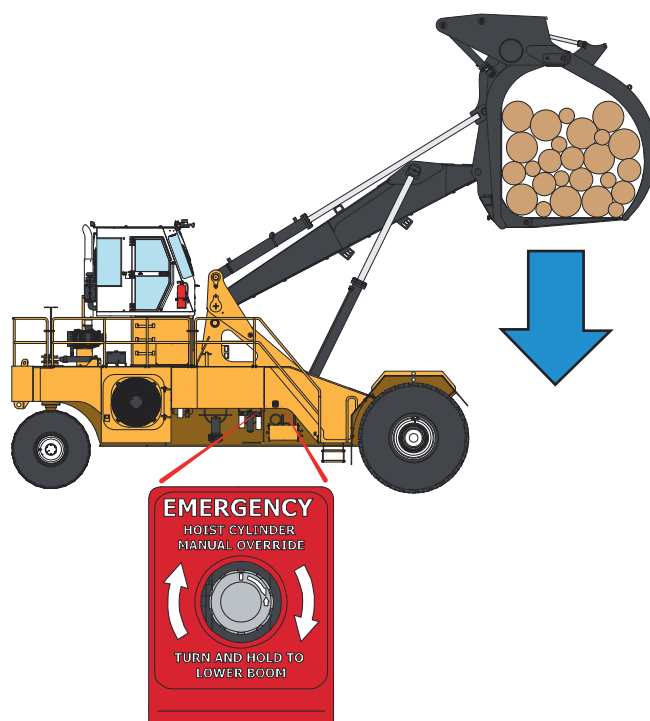


Figure 2-7-7 Emergency Hoist Override Switch