August 3, 2017

Ford F-Series Chassis Equipped with Fire Pump Driven from Chassis For Emergency Vehicle Applications

IMPORTANT INFORMATION

Dear Valued Class1 Pressure Governor and/or Throttle Customer,

Hale is issuing this notice to advise you of some features that are particular to the Ford F-series chassis used in your emergency vehicle. These features may be different from other medium and heavy duty chassis that you are used to in other emergency vehicles and that could affect the remote (pump/PTO) throttle.

While pumping or operating in split shaft/PTO mode, do not press the accelerator pedal or brake pedal. If the accelerator pedal or brake pedal is pressed while in split shaft/PTO mode, the engine will return to curb idle and control of the remote throttle or governor will be lost. This will cause the pump to be reduced to idle and water pressure will be reduced.

Please note, this functionality is normal and particular to the Ford F-Series chassis. It is not due to any issue with the operation of the pressure governor, the remote throttle or the pump installation.

If the brake pedal or accelerator pedal/throttle is inadvertently pressed while pumping or operating in split shaft/PTO mode, the operator can reactivate the remote throttle by disengaging and reengaging the PTO/pump from the control located in the cab..

Please note all of the above information in your standard operating guidelines and in all training.

For your reference, there are several enablers and disablers surrounding the Split Shaft PTO operation for the F-Series chassis. Below is an excerpt from the Ford Trucks *Body Builders Layout Book*.

Reprinted from Ford Motor Company Documentation

Split Shaft Mode/ Live Drive Mobile Mode Enable-Disable Conditions (Diesel only)			
Vehicle Conditions to Enable Split Shaft / Mobile (Live Drive)	**Vehicle Conditions that Disable Split Shaft/ Live Drive (any one required - See Note-1)**	**Split Shaft Mode**	**Live Drive**
Parking brake applied.	Parking brake disengaged.	Yes	No
Foot off of service brake	Depressing service brake	See note-2	No
Vehicle in PARK	Vehicle taken out of PARK	See note-2	No
Foot off of accelerator pedal	Accelerator pedal depressed	Yes	No
Vehicle speed is 0 mph (stationary)	Vehicle speed is not 0 mph (stationary)	Yes	No
Engine at a stable base idle speed		Yes	No
Transmission oil Temp above 20° F	Transmission Oil Temperature (TOT) exceeds 240° F.	Yes	Yes
Engine Coolant Temperature (ECT) 20° F minimum	Engine Coolant Temperature (ECT) exceeds 234° F	Yes	Yes
	Catalyst Temperature Limit	Yes	Yes

(1) A "change-of-state" at the "PTO-Request" circuit is required to re-invoke Split Shaft / Live Drive. When a disabler is seen by the PCM the "PTO-Indicator" circuit changes from "ground-source" to "open-circuit", the PTO mode drops out, and the engine speed returns to base idle. To re-initiate Split shaft / Live Drive the operator must turn off the aftermarket PTO switch (removing command voltage to the "PTO-Mode" circuit) and turn it back on again.

(1) Please see Split Shaft PTO in Special Situations.

For complete details regarding the split shaft operation on the Ford F-Series line of trucks please refer to the *Body Builders Layout Book* provided by Ford Trucks or contact your local Ford Truck dealer.

Hale Products strives to provide our customers with the highest performing, most advanced and dependable products to meet the extraordinary demands of the fire service industry. We are committed to fire fighter safety. If you have any questions regarding the information contained above, please contact Hale Customer Service or your Hale Representative.