

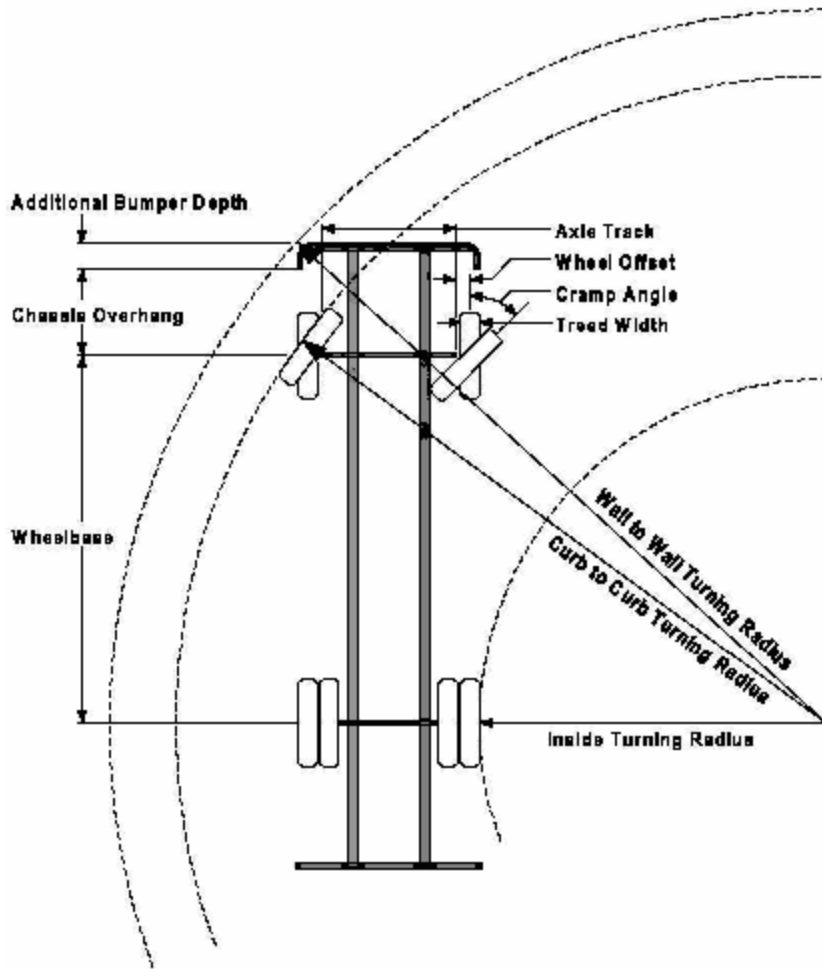


Turning Performance Analysis

7/8/2008

Bid Number: Johns Creek Fire Department
Department: 9185

Chassis: Velocity Chassis (Big Block)
Body: Pumper, Long, Alum, 2nd Gen



Parameters:

Inside Cramp Angle:	45°
Axle Track:	82.92 in.
Wheel Offset:	4.68 in.
Tread Width:	17.70 in.
Chassis Overhang:	78.00 in.
Additional Bumper Depth:	0.00 in.
Front Overhang:	78.00 in.
Wheelbase:	194.00 in.

Calculated Turning Radii:

Inside Turn:	15 ft. 0 in.
Curb to Curb:	29 ft. 4 in.
Wall to Wall:	33 ft. 2 in.

Comments:

Components	PRIDE #	Description
Wheels, Front	0019611	Wheels, Frt, Alum, Alcoa, 22.50" x 12.25" (425/ & 385/)
Axle, Front, Custom	0508849	Axle, Front, Oshkosh TAK-4, Non Drive, 22,800 lb, Imp/Vel
Tires, Front	0521238	Tires, Michelin, 425/65R22.50 20 ply XFE, Hiway Rib
Bumpers	0530385	Bumper, 16" Extended Steel Painted, Imp/Vel

Notes:

Actual Inside Cramp Angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for a 9.00 inch curb.



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Definitions:

Inside Cramp Angle	Maximum turning angle of the front inside tire.
Axle Track	King-pin to king-pin distance of the front axle.
Wheel Offset	Offset from the center-line of the wheel to the king-pin.
Tread Width	Width of the tire tread.
Chassis Overhang bumper depth.	Distance from the center-line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Depth	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicle's front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle inside of which the vehicle's tires can turn. This measurement assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle inside of which the entire vehicle can turn. This measurement takes into account any front overhang due to the chassis, bumper extensions and/or aerial devices.