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## **All New From The Ground Up Pierce<sup>™</sup> Dash<sup>®</sup> 2000 Chassis Reengineered for Comfort, Maneuverability and Value**

APPLETON, WIS. (August 23, 1997) - Pierce Manufacturing Inc., a leading builder of fire apparatus, unveiled its new Dash<sup>®</sup> 2000 custom fire truck chassis at the Fire-Rescue International exhibition in Dallas, Texas, on Saturday, August 23.

The Dash 2000 is all new from the ground up:

- the cab interior has been revamped into a more open cab;
- maneuverability has been improved for quicker response times; and
- the chassis offers a smoother ride.

### **Open, Comfortable Cab**

Pierce's engineers and designers completely restructured the cab. The development team worked with customers to design a more spacious interior. The cross tunnel was eliminated and the engine tunnel was lowered by eight inches. Because there is no cross tunnel, the officer and driver's seats have been moved back several inches for more leg room. The engine tunnel has been tapered to provide more shoulder room, too. The result is a true open-cab concept.

For the vehicle's driver, the cab offers better forward visibility through an expansive windshield. There is better visibility to the sides and the rear - via rearview mirrors - because of improved side windows. The new heating, ventilating and air conditioning (HVAC) system is more powerful and integrated into the instrument panel instead of mounted in front, above the windshield. Similar to the systems found in passenger cars, this further increases the driver's field of vision through the top portion of the windshield. Now, warm air can circulate upward to more effectively defrost the windshield. In addition, side window defrosters are standard on the new Dash 2000.

"Our research and firefighters' input asking for roomier, quieter cabs spurred many of these new features," said Mike Schoenberger, product group manager for Pierce.

There were improvements to overall ergonomics, too. The driver has a wrap-around cockpit-like dashboard and overhead console which place the gauges and controls within easy reach. The cab insulation is now 50 percent thicker to reduce both noise and temperature extremes. The result is a quiet environment that allows officers and crew to communicate clearly on the way to an incident.

The electrical system has been overhauled to accommodate the new Pierce Micro Controller IV and multiplexing. The revamped electrical system includes a data display panel for the driver and self-diagnostic features that continuously monitor the vehicle functions. Multiplexing results in a simpler, more reliable electrical system.

The new cab is available in two lengths, with a cab-to-axle measurement of 57 or 67 inches. Ten, 16 and 22-inch raised roof options are available for the crew cab.

The new chassis is based on the original Dash design, which was the first custom tilt-cab chassis for the fire industry.

"This new Dash chassis keeps the classic appearance of our original design, but offers numerous improvements over the previous model and over other models in its class," said Schoenberger. "What the new Dash 2000 means to firefighters is a continuation of tradition with the technology, efficiency and comfort of the future."

### **New Steering System Improves Maneuverability**

The steering cramp angle has been increased from 40 to 45 degrees, even on tires as large as 425/65R22.50. This makes the Dash 2000 agile enough to navigate easily through congested traffic, around tight corners and through narrow streets in older cities and new suburbs. In addition, the vehicle's ride is smoother because of a new tapered-leaf suspension.

The Dash 2000 chassis now has a heftier frame. The heat-treated steel frame rails are 13.38 inches high, and the RBM (resistance to bending moment factor) has been boosted to 2.8 million. Larger frame rails curtail frame deflection and body roll so that handling and ride quality are both improved. These frame rails are comparable to those used in the Quantum® chassis.

Engines are available in a range of ratings from 320 to 500 horsepower. The chassis can be equipped with either Allison model MD or HD automatic transmissions. A 290 amp alternator is standard. A 400 amp alternator is optional.

The Dash 2000 is available with more than a thousand options, including ALL STEER® electronic all-wheel steering, the multiple-class Husky® Foam System and self-deploying snow chains.

The first Dash 2000 prototype chassis was displayed without a firefighting body so firefighters could easily see the detail and improvements. The Dash 2000 chassis is now available for sale, with initial deliveries anticipated in late 1998. This new custom chassis will be available in a variety of pumper, aerial, rescue and tanker configurations.

Pierce Manufacturing Inc. is the leading U.S. manufacturer of custom fire apparatus and a subsidiary of Oshkosh Truck Corporation [NASDAQ - OTRKB]. Products include custom and commercial pumpers, aerial units, rescue trucks,

wildland trucks, minipumpers and elliptical tankers. ALL STEER® all-wheel steering system is available to the fire service exclusively from Pierce.

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