

SKID UNIT - ATTACK PAC

A tank, a live hose reel and/or crosslay, a portable fire pump and/or a compressed air foam system (CAFS), with an engine: these can be combined into a single one-piece assembly that can be slipped onto a truck bed, trailer, or into a body and used for flowing water and or foam on a structural fire, car fire or wildfire.

The most common wildland and urban interface fire engines in North America combine a small truck with a water tank and a high performance portable pump. Municipal/industrial fire departments and all forestry fire authorities use drop-in units. The sizes vary from 50 gallons, for an ATV, up to 500 gallons for full size trucks.



SPECIFICATIONS:

- 200 fully baffled propylene water tank
- 20hp mid range fire pump
- 265gpm at 50psi, 190gpm at 100psi, 115gpm at 150psi and 45gpm at 200psi
- 3 gallon fuel tank
- Lighted control panel
- Low profile electric rewind hose reel
- 1 inch x 100 foot booster hose
- 2.5 inch tank to pump 1/4 turn ball valve
- Steel manifold with multiple outlets
- 1.5 inch service line with cap and chain
- 3/4 inch pressurized garden hose connection

OPTIONS:

- Increase water tank and hose reel sizes
- Diesel engine available
- Pre-connect hose tray with connection
- Set of chrome outriggers with 3 ways rollers
- Scotty around the pump foam system with integrated foam cell
- Storage frame
- Stainless steel piping
- Also available with CAFS systems
- And many more



ACCEPT ONLY THE BEST™ 75 Hector St., P.O. Box 90, Pierreville (Québec) Canada J0G 1J0 | Telephone: 1-800-567-2719 | Fax: 1-800-434-2613 | www.fire-pump.com

A CENTURY OF ENGINEERING FOR THE BRAVEST

WATER TANK

The water tank shall be constructed of 1/2" thick polypropylene sheet stock with PolymarCo-PP™ resin. Water tank shall be welded with Heavy Duty extruded joint. The material shall be of a certified, high quality, non-corrosive, stress relieved thermo plastic, black in color with a textured finish, and UV stabilized for maximum protection. The skid type water tank shall be of a standard configuration and shall be so designed to have complete modular slide in capability. The unit shall incorporate transverse partitions manufactured for 3/8" PT2E polypropylene which shall interlock with a series of longitudinal partitions constructed of 3/8" PT2E polypropylene. All swash partitions shall be so designed to allow for maximum water and air flow between compartments and are fully welded to each other as well as to the inside of the tank. The passenger side rear wall of the tank shall have a standard built in sight gauge 3" in width, and 70% transparent.

FILL TOWER & TANK COVER

The tank shall be equipped with a combination vent/overflow and manual fill tower. The fill tower shall have a 8" x 8" x 8" square hinged type cover. The tower shall be located in the right rear corner of the tank. There shall be a vent / overflow installed inside and to the extreme rear of the tower approximately 2" down from the top. This vent / overflow shall be of a standard schedule 40 polypropylene pipe with minimum ID of 3". The vent / overflow shall be piped internally toward the front and exit out the front tank wall with a 1/2" extension past the front tank wall. The tank cover shall be constructed of 1/2" thick PT2E polypropylene, black in color, UV stabilized.

TANK CAPACITY

The tank shall have a capacity of 200 U.S. gallons of water.

SUMP

The floor of the tank shall be manufactured from 3/4" PT2E polypropylene. There shall be one (1) sump as standard per tank. The sump shall be integral to the tank floor and be a minimum of 3/8" deep recessed into the floor. The sump shall not be visible from or protrude through the bottom of the tank.

TANK OUTLETS

There shall be two standard tank outlets located in the same vertical plane on the driver side rear wall of the tank. One (1) 2-1/2" female NPT tank to pump suction fitting and one (1) 1-1/2" female NPT tank fill fitting with flow deflector

1" TANK DRAIN

There shall be a 1" tank drain to the rear side of the tank with a brass plug.

TANK MOUNTING BLOCKS

The cover shall incorporate two (2) booster reel mounting blocks that shall accommodate two (2) each sliding nut fasteners. These 4" large mounting blocks shall be welded to the covers running from the rear edge of the tank forward to the front edge.

SKID BASE

There shall be a full width skid base manufactured of 3/4" PT2E polypropylene welded to the tank. This base shall be 48" wide by 96" long and shall extend 34" past the tank in the rear to allow for pump mounting. The pump mounting area shall be supported by 1/2" PT2E polypropylene gussets approximately 15" high by 32" long. The gussets shall be equipped with 2" holes to assist in lifting the unit. The mounts shall allow for the truck to be secured directly to a truck bed without the need for any skid frame work underneath.

Tank will be baffled in accordance with latest NFPA requirements.

PUMP

The pump shall be a CET DI-PFP-20hpKHL-MR single stage centrifugal pump, bolted directly to the engine, with a 2.5" NPT suction inlet, and a 1.5" NPT discharge outlet. The volute and pump head shall be a lightweight, high strength, seawater resistant, aluminum alloy. The impeller shall be a bronze enclosed type for maximum efficiency, fully machined and balanced. The engine crankshaft shall serve as the pump shaft, with the impeller mounted directly on the crankshaft. The shaft seal shall be self-adjusting, self lubricating, mechanical type.

The pump piping shall be flexible to prevent any breakage caused by vibration.

The pump shall be capable of a maximum discharge volume of 265 GPM. at 50 PSI, and a maximum discharge pressure of 200 PSI while pumping 45 GPM. In the center of the performance curve, the pump shall be capable of pumping 115 GPM at 150 PSI and 190 GPM at 100 PSI.

PUMP ENGINE

The pump shall be driven by a 4-stroke Kohler gasoline powered, 20 horsepower "V" Twin engine. The engine shall be air cooled, 12 volt electric start with recoil backup. The engine shall be fueled from a 3 gallon separate fuel tank which is to be mounted to the skid cover. The engine shall be connected with a quick disconnect weather proof style connection.

PUMP CONTROLS

A control panel shall be supplied and installed on the pump. The controls shall consist of a master switch, key start and a 2.5" diameter discharge pressure gauge.

EXHAUST PRIMING SYSTEM

The pump engine shall be equipped with an exhaust venturi type primer capable of 15' - 20' lift for fast positive priming.

SUCTION PIPING

All piping on the suction side shall be made of steel (welded joints) schedule 40. The suction piping, the pump and the discharge shall be tested to 400 PSI.

The suction piping shall consist of a 2.5" tank to pump line with a 2.5" flexible rubber hump hose to minimize flex and vibration between the pump and the tank.

Between the tank and the pump there shall be a 2.5" industrial valve. This valve shall remain open to pump from the tank. This pipe shall have a tee into the suction side of the pump, and shall continue to the rear of the truck for overboard suction.

The overboard suction connection shall have a 2.5" NST male adapter and a 2.5" NSTF cap with retaining cable

WORK LINE SIDE OF MANIFOLD

On the driver side of the manifold there will be as standard two (2) 1" NPT and two (2) 1 1/2" NPT discharge outlets.

OTHER VALVES

Other openings will be utilized accordingly when pre-connects, booster reels and other accessories that require pressurized water are specified.

DISCHARGE VALVES

All valves larger than 1" shall be a fire service type drop out style ball valve which shall have a hard-coated anodized, high-strength, light-weight aluminum alloy body with rugged stainless steel ball and two PTFE seats.

The valves shall be capable of bi-directional flow with a minimum working pressure rating of 250 psig.

All stainless steel parts shall be made from 300 series material. The valves shall NOT require lubrication of the seats or any other internal waterway component and shall be capable of swinging out of the attached waterway plumbing for easy maintenance, with the removal of six (6) to eight (8) bolts.

Any required valve 1" or smaller, unless otherwise specified, shall be a standard plumbing style industrial ball valve

DISCHARGES MANIFOLD

There shall be a discharge manifold plumbed directly to the discharge side of the pump to incorporate discharges at the rear of the unit.

This discharge manifold shall be 2" x 2" square minimum and be welded on all sides to prevent leakage. The manifold will be made from industrial galvanized steel and painted red in color.

DISCHARGES TO REAR OF UNIT

A 1 1/2" fire grade valve drop out style with handle and 1 1/2" NSTM threads shall be furnished with a cap and chain.

A 3/4" garden hose thread discharge will be mounted on the discharge manifold facing the rear of the unit utilizing a industrial ball valve and will be equipped with a cap and chain.

TANK FILL

There shall be one (1) 1" Industrial Ball valve plumbed via high pressure hose from the manifold to the Tank Fill inlet noted on the tank for the purpose of filling the tank and re-circulating water during stagnant pump operations.

12V ELECTRIC REWIND LOWPROFILE BOOSTER REEL

A Low Profile Hannay 12v electric rewind booster reel capable of handling a maximum of 100' of 1" rubber only booster hose shall be supplied and installed on the tank top. The hose reel shall be protected against power shortage.

The reel shall have a push button rewind control and a backup geared crank rewind handle.

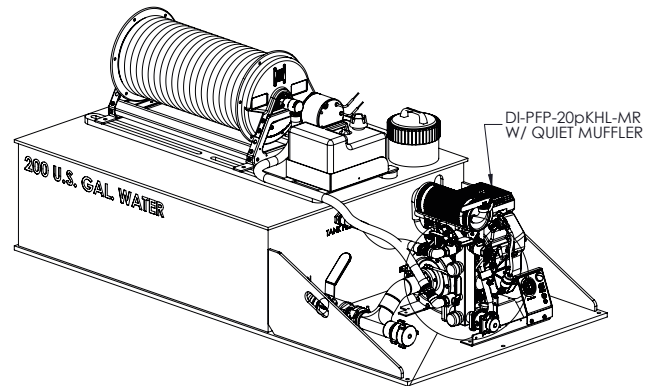
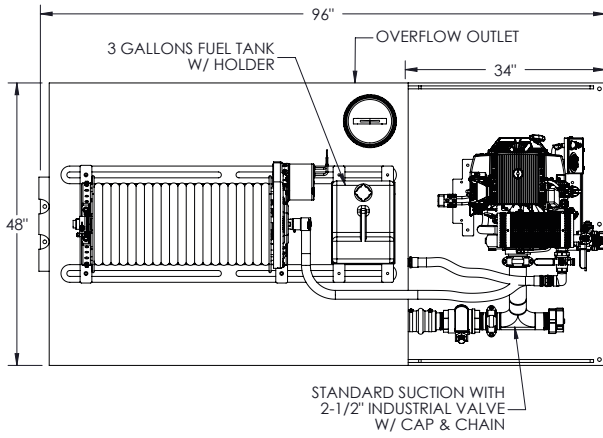
The reel shall be equipped with a 1" NPT 90 degree swivel inlet, and a 1" NST outlet riser.

The reels discs and drum shall be manufactured of steel and be red in color.

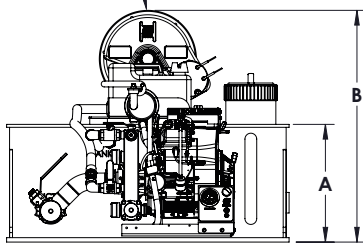
1" NST RUBBER BOOSTER HOSE

The booster reel shall be equipped with 100' of 1" NST standard rubber booster hose.

DP-ATTACK PAC-0701A



ELECTRIC LOW PROFILE HOSE REEL
1" x 100' RUBBER HOSE
MODEL: #EF4038-17-18-RT





1" INDUSTRIAL VALVE TANK FILL

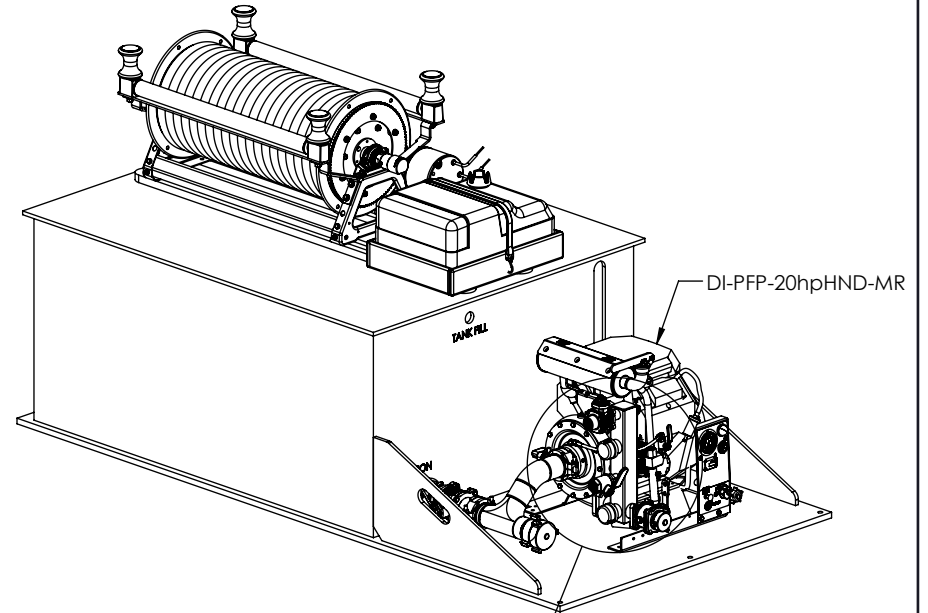
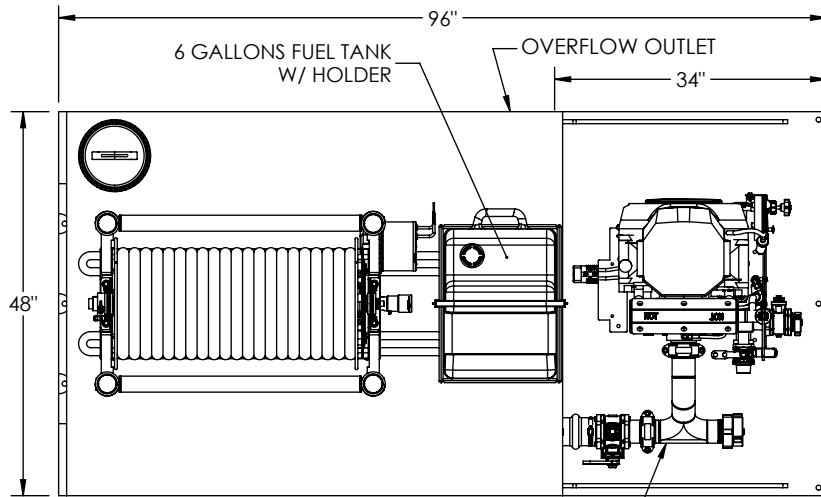
1" INDUSTRIAL VALVE W/ 3/4" REDUCER GARDEN HOSE SERVICE LINE

1" INDUSTRIAL VALVE HOSE REEL

1-1/2" FIRE GRADE VALVE W/ CAP & CHAIN SERVICE LINE

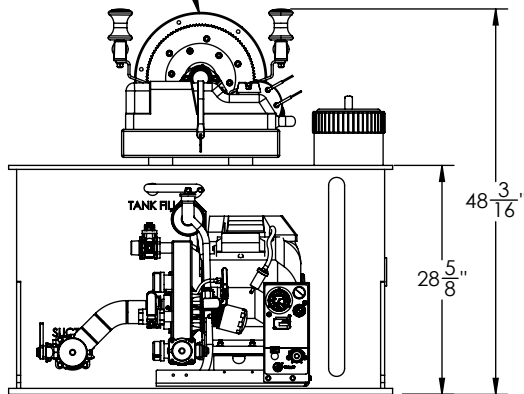
CAPACITY (U.S. GAL.)	WATER TANK (A)	OVERALL (B)
200	20"	39-3/8"
250	24-3/4"	44-1/8"
300	29-1/4"	48-5/8"

 	CREATED BY: M.V. DATE: 12/07/17	TITLE : C.E.T. ATTACK PAC 200 U.S. GAL. WATER - U.S. GAL. F.C.	WARNING THIS DOCUMENT REMAINS THE PROPERTY OF C.E.T. FIRE PUMPS MFG. ALL REPRODUCTION WITHOUT WRITTEN AGREEMENT FROM C.E.T. FIRE PUMPS MFG IS TOTALLY PROHIBITED.
	VERIFIED BY: M.V. DATE: 12/07/17	NO: DP-ATTACK PAC-0701A	DEFENDER APPROXIMATE WET WEIGHT Lbs



STAINLESS STEEL STANDARD SUCTION
W/ 2-1/2" FIRE GRADE VALVE
W/ CAP & CHAIN

ELECTRIC LOW PROFILE HOSE REEL
W/ 3 WAY ROLLERS
1" x 100' RUBBER HOSE
MODEL: #EF4038-17-18-RT



STAINLESS STEEL MANIFOLD


1" FIRE GRADE VALVE
TANK FILL
1-1/2" NPT-M NIPPLE
W/ CAP

1" INDUSTRIAL VALVE
HOSE REEL

1-1/2" NPT-M NIPPLE
W/ CAP

1-1/2" FIRE GRADE VALVE
W/ CAP & CHAIN
SERVICE LINE

REV.	DATE	BY
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	TITLE : MARSHALL FD		APPROXIMATE DRY WEIGHT	QUOTE #	WARNING THIS DOCUMENT REMAINS THE PROPERTY OF C.E.T. FIRE PUMPS MFG. ALL REPRODUCTION WITHOUT WRITTEN AGREEMENT FROM C.E.T. FIRE PUMPS MFG IS TOTALLY PROHIBITED.
	300 U.S. GAL. WATER	- U.S. GAL. F.C.	- Lbs	22940	
No: DP-6517-0701	TANK TYPE C	CREATED BY: M.V. DATE: 2022-02-24	APPROXIMATE WET WEIGHT - Lbs	OPP # 17950	

APPROVED BY _____ APPROVED DATE _____
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QUOTE

Date	Customer PO
3/1/2022	

BILL TO
Marshall Fire and Rescue

SHIP TO

			S.O. #	Promise Date	Terms	Sales Rep	
P.O.#	QTY	STOCK ORDER	PART NUMBER	DESCRIPTION		PRICE (Each)	PRICE (Extended)
	1		CET SKID	CET Skid Unit		\$14,810.00	\$14,810.00
				Per Your Online Spec			
				INCLUDES SHIPPING			

*CUSTOMERS THAT HAVE NOT PROVIDED TAX EXEMPT FORMS WILL BE CHARGED APPLICABLE SALES TAX

*FREIGHT PREPAID & ADDED

*F.O.B SHIPPING POINT

*THIS IS NOT AN INVOICE

SHIPPING:

Tax Rate SUB: \$14,810.00
 TAX:

TOTAL: \$14,810.00

 Authorized Signature of Approval