



CUSTOMER SERVICE

November 21, 1979

TO: All Midship Pump Customers

SB 43A

SUBJECT: VPS AUTOMATIC PUMP SHIFT AND ALLISON AUTOMATIC TRANSMISSION LOCK-UP

In Service Bulletin #40, dated May 31, 1979, we strongly recommended that the light switch provided as part of our VPS Pump Shift, not be used to lock up the Allison transmission for the pumping mode. Even though this switch is very convenient to use for this function, we know there is a better and safer method to achieve lock-up.

Safety is the key. As you probably know, we initiated the shift warning light system as a deterrent to the potential of a runaway truck. This potential exists as a result of an incomplete pump shift where the pump remains in "road" position and the truck transmission remains in low range. You should understand that Allison maintains that only in low range does the truck transmission develop enough torque to overcome the air brake system and present the possibility of a truck runaway.

If your current method of Allison transmission lock-up uses the Hale switch on the Hale pump shifting shaft, we must warn you that the potential danger of a runaway truck still exists. Although we now have the warning light system to indicate a completed shift, someone could overlook the light. There is also the possibility of a blown fuse or faulty light bulb, thereby not giving proper indication. Remember, if you are using our light switch and if the shifting shaft does not move (1) the pump gearbox remains in "road" position, (2) the Allison lock-up would not occur and ... (3) the truck transmission would remain in low range. Again, the possibility for runaway still exists!

We strongly recommend that the method for you to use to achieve Allison transmission lock-up is to install your lock-up sensing solenoid or micro-switch so it can be activated by movement of the dashboard VPS control valve. (In order to assist you, we will be adding two tapped holes to facilitate the attachment of either of the devices). If you will use the aforementioned system, with the movement of the VPS dashboard valve into the pump position, the Allison transmission should shift to lock-up mode and therefore, operate in direct drive. If the pump shift cannot or does not take place, when the operator places the Allison transmission selector in "drive", the engine should stall. The operator then knows that something is not right and he should then start the whole process over again.

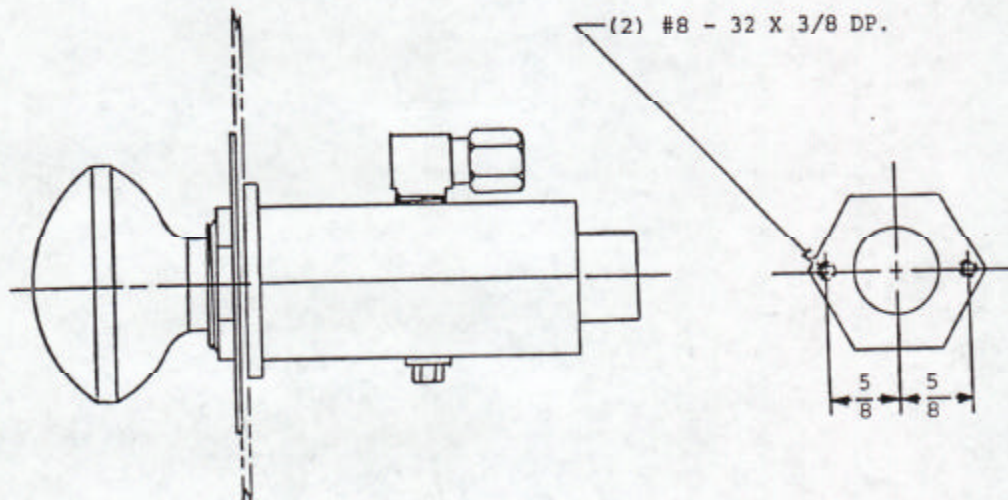
PRODUCT INFORMATION

November 21, 1979

TO: All Midship Pump Customers

SUBJECT: VPS AUTOMATIC PUMP SHIFT AND ALLISON AUTOMATIC TRANSMISSION LOCK-UP, cont'd.

Obviously, neither you nor your customers want to risk another occurrence of a fire truck runaway. By following the above recommendation, we feel you will add an additional safety factor to protect everyone from the serious problems associated with operator error and truck runaways.



Best regards,
HALE FIRE PUMP COMPANY

Fred Buchler
Fred Buchler, Mgr.,
Customer Service

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CUSTOMER SERVICE

PRODUCT INFORMATION

DATE: February 10, 1982
TO: All Midship Pump Customers
FROM: F. W. Buchler
SUBJECT: PRODUCT INFORMATION BULLETIN 11/21/79
REF: VPS AUTOMATIC PUMP SHIFT AND
ALLISON AUTOMATIC TRANSMISSION LOCKUP

On November 21, 1979 we mailed the above referenced bulletin. Because it concerns safety and protection against runaway trucks, we are enclosing a copy of the original bulletin in the hope you have taken our suggestions.

Unfortunately, we are still hearing of some field problems regarding runaway trucks. We encourage you to review the information in the bulletin regarding transmission (high range) lockup and compare it to your procedures to ensure you are producing the safest possible products.

We re-emphasize our statement in the bulletin that the Hale switch provided on our shifting mechanism is to be used only for the purpose of activating the warning lights. If an additional switch is utilized during your manufacturing process as a sensor to achieve transmission lockup as suggested in the bulletin, it should not be used to activate the shift warning lights. Each switch serves a distinct but important function. They should remain separated for their individual purpose.

If we can assist you any further in this matter, do not hesitate to call upon us.

F. W. Buchler, Mgr.
Customer Service

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Enclosure