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HS CHASSIS



SPECIFICATIONS

MORE SPACE. BETTER COMMUNICATION. EASY TO SERVICE.

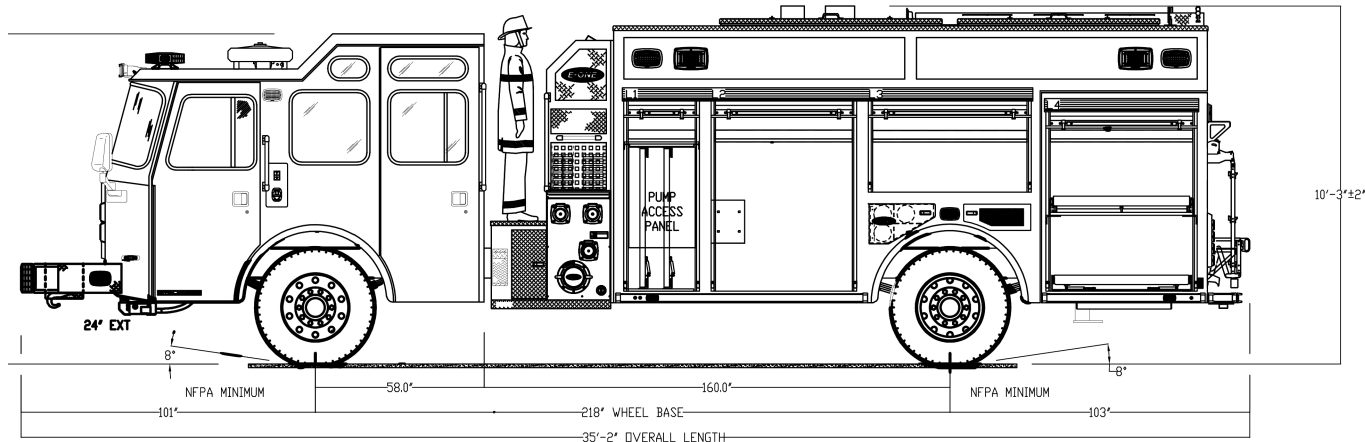
The unique E-ONE HS chassis removes the engine from the cab to provide more room in the front and back for personnel, endless storage options, and industry leading audible and visual communication. Utilizing a rear-engine concept originally launched decades ago with the Hush® by E-ONE, the engine in the HS is located at the rear of the truck - but that's the only similarity to the original Hush.

Based on voice of the customer, the HS was engineered from the ground up to meet the needs of both the crew operating and the crew maintaining the apparatus. The result was a design that not only meets the performance needs of firefighters, but also the ease-of-maintenance needs of service technicians. The engine can be easily accessed without needing to tilt the cab by utilizing two rear, power-operated, sliding compartments. Each rear-sliding compartment holds up to 500 lbs of equipment and the equipment does not have to be removed to operate the sliders. Furthermore, critical fluids can be checked via access panels in the compartments.

The new HS chassis, cab and body is your solution to meet the personnel space and storage needs of your crew while also addressing the service needs of your fleet personnel.

OUR VEHICLES CONNECT AND PROTECT
PEOPLE AROUND THE WORLD EVERY DAY.
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QUICK SPECS

- 330-600 Cummins® HP engines
- Quest® or Cyclone® cab
- 330-450 HP Cummins® engines
- Allison® EVS 3000 transmission
- Meritor® axles with up to 20,000 front and 33,000 rear GVW rating
- Up to 360 alternator
- 50 degree cramp angle
- S-CAM brakes with ABS standard
- Taper leaf spring front suspension standard; multi-leaf rear suspension
- Seating for up to 10
- Quest cab is 100" wide with flush doors
- Cyclone cab features traditional styling
- Applications include pumpers, walk-in rescues, and non walk-in rescues

FEATURES

- Open cab design - front and rear of cab
- Built-in roll cage cab design
- Cab sub-frame locked together in front by C-channel extrusion and reinforced by multiple cross members below rear cab floor
- All-welded construction. No adhesives. No formed panels. No fiberglass nose.
- Cab constructed with four-sided seamless extrusions interlocked and welded to 3/16" aluminum plating on the floors, rear walls, side walls, doors, door skins and roof
- Three-zone climate control system Double C-channel frame 10.25" x 3.5" .375" 110,000 psi heat treated steel and 28.74 cubic inch section modules deliver 3,161,400 inch pounds resistance to bending moment to offer a lifetime warranty that includes cross members
- Quest version includes over-sized exterior cab door latches for easy operation while wearing gloves; one piece door window glass to optimize visibility; two massive 28" wiper blades that clear the area in front of the mirrors - an industry first

- Tilt cab for access to chassis and plumbing components
- Slide-back, rear compartments for engine access
- Access panels in rear compartment to check engine fluids

BODY

- Engines: Cummins ISL370 HP, ISL400 HP, ISL450 HP
- Independent Front Suspension (IFS) for improved ride
- Front drive axle (with approximately same ride height)
- 17" front disc brakes
- G4™, electronic stability control; OnGuard™, collision warning and mitigation system
- Galvanized frame rails
- 44.5" short cab, 58" medium cab, 67.5" long cab, 80" extended cab
- 12", 16", or 20" vista roof heights
- Full length or barrier style doors
- Severe duty interior
- Interior, exterior, or dual access medical cabinets
- Below cab storage between the driver and officer
- Various bumper styles including polished stainless steel and severe-duty painted steel C-channel
- Power windows and door locks with keyless entry (and power pedals on Quest)
- Various camera systems and backup sensors
- Hydraulic or booster reels below front of cab
- Available with diesel or battery Auxiliary Power Unit (APU)