

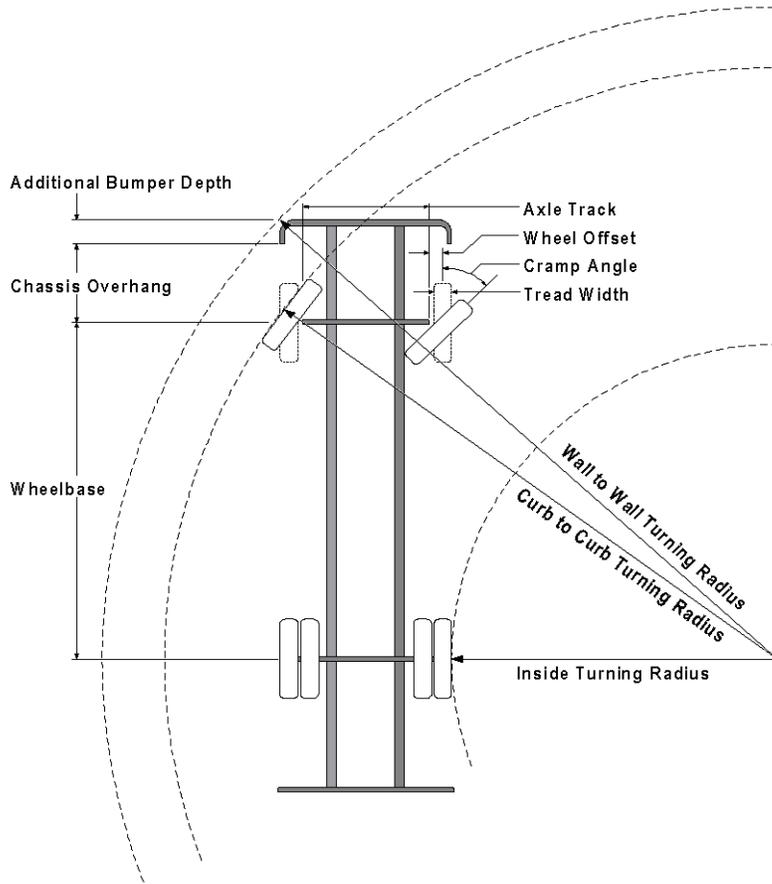


Turning Performance Analysis

10/7/2013

Bid Number: 392(26883)
Department: SANDY SPRINGS, CITY OF

Chassis: Quantum, Bright Finish, S Chassis, PAP, 2010
Body: Aerial, Platform 100', Alum Body



Parameters:

Inside Cramp Angle:	40°
Axle Track:	82.92 in.
Wheel Offset:	5.3 in.
Tread Width:	13.5 in.
Chassis Overhang:	82.44 in.
Additional Bumper Depth:	26 in.
Front Overhang:	137.85 in.
Wheelbase:	265.75 in.

Calculated Turning Radii:

Inside Turn:	25 ft. 5 in.
Curb to curb:	41 ft. 0 in.
Wall to wall:	48 ft. 1 in.

Comments:

CategoryID	Category Description	OptionCode	OptionDescription
6	Axle, Front, Custom	0090913	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, DLX/Qtm/AXT/DCF
30	Wheels, Front	0019618	Wheels, Front, Alcoa, 22.50" x 13.00", Aluminum, Hub Pilot
31	Tires, Front	0582746	Tires, Front, Goodyear, G296 MSA, 445/65R22.50, 20 ply, (24K "IS")
38	Bumpers	0660376	Bumper, 26" Extended Steel Painted, QTM
437	Aerial Devices	0592931	Aerial, 100' Pierce Platform, 50 MPH Wind Rating, 150lb Tip Load Allowance

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	Distance of 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 chassis, bumper extensions and/or aerial devices.