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Fire Tanker ATs-6,0-40 (5557)



**image for reference only*

The fire tanker (hereinafter, ATs) is designed to deliver personnel, extinguishing agents, fire-fighting equipment and gear to the site of a fire (emergency), to supply extinguishing agents (water, foam) to the fire zone and to lay pressure hose lines.

The design of the ATs makes it possible:

– to fill the tank through the filler neck;
– to draw water from an open water source or a fire hydrant and to supply water and foam for fire-fighting needs through the portable fire monitor and hand nozzles;
– to draw foam concentrate from an external container;
– to carry the necessary fire-fighting equipment and gear in the body.

The vehicle can be used as an independent fire-fighting unit, or as a pumping unit when relay pumping with one or several other vehicles.

The ATs corresponds to climatic version “U” (operation at ambient air temperatures from −40 to +40 °C, placement category 1 (for outdoor operation), operation in atmosphere types 1 and 2 (conventionally clean and industrial)) in accordance with GOST 15150-69, with standby storage in a room with an air temperature of not less than +5 °C.

Technical characteristics of the ATs:

No.	Parameter	Value
1	Chassis	All-terrain (high cross-country capability)
2	Wheel arrangement	6x6

No.	Parameter	Value
3	Engine	Diesel, rated power at least 228 hp
4	Vehicle condition	New, never used
5	Year of manufacture	2026
6	Water tank capacity	6.0 m³
7	Pump capacity	40 l/s
8	Crew cab capacity, including the driver’s seat	6 persons
9	Cab position	Behind the engine
10	Pump position	Rear
11	Additional heating of the rear compartment	Provided
12	Foam concentrate tank capacity	360 litres
13	Fixed fire monitor	LS-S40U
14	Set of fire-fighting equipment	Provided

The ATs is certified in the Certification System for Mechanical Vehicles and Trailers and comes with the necessary accompanying operating documentation for registration with the State Traffic Safety Inspectorate (GIBDD).

1. Cab

The crew cab is all-metal with four doors. It is designed as a single module based on the standard cab. Capacity: 6 persons, including the driver.

The rear row of seats is fitted with mounts for 4 breathing apparatus on the rear wall of the crew module. The seats in the ATs crew cab are fitted with seat belts for all crew members.

An additional autonomous heater running on the main engine’s fuel from the main tank is installed in the cab.

2. Water tank

The ATs is fitted with a water tank made of corrosion-resistant material with a capacity of 6000 litres. The tank is mounted using damping elements, with no rigid connection to the cab or the pump compartment.

The tank has a manhole for inspection and maintenance.

The manhole is positioned so that the tank can be accessed without dismantling the superstructure or removing the fire-fighting equipment (PTV) from the roof.

The arrangement of the tank’s internal elements does not prevent inspection of its interior or replacement of damaged elements.

The tank is equipped with a device for discrete (1, 3/4, 1/2, 1/4, 0) monitoring of the water fill level and consumption.

Glass tubes are not permitted in the level indicators.

The level indicator is clearly visible from the operator’s working position.

Baffles (surge plates) inside the tank damp liquid oscillations while the vehicle is moving.

The tank has devices that prevent overpressure during filling and vacuum during emptying by the pump.

The tank design allows emptying by the pump and by free draining.

The tank can be filled both by the vehicle's own pump and from an external source.

The overflow drain device for the tank during filling is located in an area that prevents water from reaching the wheel brakes during filling and while driving.

Each pipeline filling the tank is fitted with a strainer made of corrosion-resistant mesh with a 5x5 mm mesh size.

3. Foam concentrate tank

The foam concentrate tank is made of high-density (low-pressure) polyethylene at least 8 mm thick and has a capacity of 360 l. The foam concentrate tank has a device preventing foaming of the concentrate during filling, as well as a device preventing vacuum in the tank while foam concentrate is being supplied; it is located in the rear compartment.

All foam concentrate supply pipelines are made of corrosion-resistant (stainless) steel.

The connection between the foam concentrate tank and the pump unit has flexible elements that prevent fatigue failure of the tank under vibration loads from the chassis and the pump.

4. Body

The body is an integral part of the fire tanker superstructure and serves to carry fire-fighting equipment (hereinafter, PTV) and protect it from damage during transport.

The body compartments are made of structural steel; the compartment floors are aluminium.

The doors of the equipment compartments are roller shutters.

Door openings, hatch covers and other body elements have seals protecting the compartments against precipitation and dirt.

The placement of the equipment in the compartments takes into account the tactics of its operational use and ensures that the equipment is securely fixed, accessible, and convenient and safe to remove and install.

For access to the equipment on the roof, the rear of the ATs is fitted with one or two folding ladders. They are attached to the rear wall of the body so as not to hinder climbing onto the roof in any position of the rear compartment door.

The installation of the body does not impair the vehicle's off-road performance.

The fire vehicle is painted in accordance with GOST R 50574-2019. Two-component acrylic polyurethane-based paint coating, coating thickness 80 μm. The enamel has increased resistance to temperature conditions (from −50 °C to +70 °C). The underbody is treated with an anti-gravel waterproofing coating and an anti-corrosion compound.

The ATs is fitted with a 200 W audible warning system and one flashing beacon located at the rear of the body.

5. Pump

The pump compartment houses a fire pump meeting the following requirements:

Parameter	Value
Rated flow, l/s	40
Head at rated duty, m	100
Vacuum system	Automatic (two-piston pump belt-driven from the drive shaft)

6. Requirements for shut-off and connecting valves and fittings

The lines forming part of the pump unit are decoupled from the tank (flexible elements) and have shut-off and connecting valves and fittings that allow the ATs to function.

The design of the shut-off valves rules out water hammer.

Valve tightness class 2 in accordance with the applicable GOST standards.

Complete draining of liquid from all tanks and from the working volumes of the water/foam lines and the pump is provided for.

The drain plugs are located where they are freely accessible and allow liquids to be released without getting onto the surfaces of adjacent vehicle components.

Pipeline elements in the water/foam line system have an ovality of 10 % of the nominal pipe diameter, unless otherwise specified in the working documentation. Abrupt transitions without bend radii, sagging and steps in the lines are not permitted.

The design of the pump and the water/foam lines ensures their tightness at a vacuum of minus 0.08 MPa.

No leaks or dripping of liquid are permitted at the fixed joints of the pump.

7. Requirements for the control system

All indicators and signalling devices are visible from the operator's working position, and their readings are easy to read at any time of day.

The shape and dimensions of the manual controls, their arrangement and the forces applied to them during operation comply with the applicable GOST standards. The handwheels and control handles have a coating of low thermal conductivity material.

The pump unit control handles (levers) are shaped to allow operation while wearing mittens.

Each control has a marking next to it indicating its purpose and position. Markings are not placed on removable parts if these parts are to be removed during operational use of the ATs.

8. Requirements for additional electrical equipment

The additional electrical equipment provides:

– lighting of the work site in the dark;
– special audible and light signals in accordance with the applicable GOST standards;
– compartment lighting;
– open-door warning for the crew cab and body doors in the crew cab;
– operation of the air heaters;
– operation of communication equipment, monitoring instruments, etc.

The body compartments have individual lighting: when a compartment door is opened, only the lighting of the open compartment is switched on.

Fire safety requirements are met when installing the additional electrical equipment and wiring.

The ATs is equipped with fog lights and searchlights at the front and rear of the vehicle.

The front searchlight is controlled from the cab, from the far right seat.

The interior lighting of the ATs ensures clear visibility of markings, of scale divisions on indicators, and of measuring and monitoring instruments.

Illumination level:

– for indicators, monitoring and measuring instruments, and markings of the control system elements in the cab and pump compartment: 20 lx;
– for the cab and crew compartment: 10 lx;

– for body compartments with fire-fighting equipment: 10 lx.

The crew compartment is fitted with interior dome lights.

The ATs is equipped with a battery disconnect switch (master switch) of the base chassis.

The ATs is equipped with a pump operating hour meter with a measurement error of ±4 %.

The electrical wiring running inside the body compartments has connectors that allow the units and assemblies of the fire superstructure to be removed without removing the wiring.

Each power circuit of any additional electrical equipment component is fitted with a fuse, which facilitates quick troubleshooting in the system. It is recommended to install the fuses in a single block.

Circuits supplying low-current devices are fitted with a common fuse; the current through it does not exceed 16 A. All wires are reliably protected and firmly secured to rule out breakage, chafing and wear.

Holes and cut-outs for passing wires through body and chassis elements are protected to prevent damage to the wire insulation.

All wires are reliably insulated and withstand the temperature and humidity to which they are exposed.

Electrical equipment terminals (terminal clamps, etc.) and wires are marked.

9. Requirements for fire-fighting equipment and gear

Fire-fighting equipment (PTV) supplied with the ATs-6,0-40 (5557)

No.	Item	Quantity, pcs.
1.	Three-section ladder L-3K	1
2.	Hook ladder LSh	1
3.	Pole ladder LP	1
4.	Dividing breeching RT-80	1
5.	Suction hose V-1-125, at least 4 m long, with hose strap	2
6.	Pressure-suction hose V-2-75-10, at least 4 m long, with hose strap	2
7.	Delivery hose with couplings, DN 50, at least 20 m long	6
8.	Delivery hose with couplings, DN 80, at least 20 m long	6
9.	Delivery hose with couplings, DN 80, at least 4 m long	1
10.	Medium-expansion foam generator GPS-600	2
11.	Suction strainer SV-125 with float and nylon rope at least 11 mm in diameter and at least 12 m long	1
12.	Universal combination hand nozzles with adjustable water flow of at least 2 l/s:	
	Dy-50	3
	Dy-70	1
13.	Universal portable fire monitor with adjustable flow, at least 20 l/s	1
14.	Collecting breeching VS-125 with blanking caps	1
15.	Hydraulic ejector G-600	1
16.	Fire hydrant standpipe	1

No.	Item	Quantity, pcs.
17.	Hose holder	4
18.	Hose clamp 80	2
19.	Fire rescue rope VPS-30, in a bag	1
20.	Dielectric cutters	1
21.	Dielectric gloves	1
22.	Dielectric boots	1
23.	Dielectric mat	1
24.	Coupling key 80	2
25.	Coupling key 125	2
26.	Light fire crowbar LPL	1
27.	Heavy fire crowbar LPT	1
28.	Hook for opening the fire hydrant (PG) cover	1
29.	Adapter couplings:	
	GP 65x50	2
	GP 80x50	2
30.	Stored-pressure powder fire extinguisher OP-4	1
31.	Stored-pressure powder fire extinguisher OP-8	2
32.	Carpenter’s hand saw	1
33.	Carpenter’s axe	1
34.	Spade	1
35.	Water canister, 5 l	1
36.	Fuel canister, 20 l	1
37.	Electric torch with charger	3
38.	Public address system (SGU)	1
39.	Tools and accessories as per the chassis manufacturer’s list	1
40.	Spanner set, complete	1
41.	Hydraulic jack	1