# Shift Units
## Installation Instructions

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</tbody>
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Read through the installation instructions carefully before installing your Waterous Shift Unit.

NOTE: Instructions subject to change without notice

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F-1031, Section 3030 (Rev. 1/31/20)

Waterous Company 125 Hardman Avenue South, South St. Paul, Minnesota 55075 USA (651) 450-5000
www.waterousco.com
Component Identification

PNEUMATIC OPERATION

ELECTRIC OPERATION

MANUAL OPERATION
Introduction

This instruction covers the installation of shift units on Waterous fire pump transmissions and power take-off (PTO) units. Before proceeding with the installation of the shift unit, read the following instructions carefully.

Safety Information

Read through and communicate safety information to the end user of this Waterous Fire Pump, Transmission or Power Take-Off (PTO) Unit.

OEM Installation Warnings

<table>
<thead>
<tr>
<th>WARNING</th>
<th>WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unexpected Truck Movement.</strong> May result in serious personal injury or death. <strong>Fire Pump Applications</strong> Failure to properly install the pump shift control and pump shift indicator system in the apparatus or failure to incorporate in the Pump Operator's Panel Engine Speed Interlock System may result in unexpected truck movement which may result in serious personal injury or death. <strong>Power Take-Off (PTO) Applications</strong> Failure to properly install the PTO shift control and PTO shift indicator system in the apparatus or failure to incorporate in the PTO Operator's Panel Speed Control or Automatic Engine Speed Control system may result in unexpected truck movement which may result in serious personal injury or death.</td>
<td></td>
</tr>
</tbody>
</table>

Inability to Pump Water. May result in serious personal injury or death. **Fire Pump Applications** Failure to properly install the pump shift control and pump shift indicator system in the apparatus or failure to incorporate in the Pump Operator's Panel Engine Speed Interlock System may result in the inability to pump water which may result in serious personal injury or death.
Pneumatic Shift Unit Installation
C20 & C21 Series Transmissions / TC20 & TC21 Series PTO's Only

Important Notice

Engine Speed Control Interlock System

Fire Pump Applications:
The pump transmission shift control and pump shift indicator system must be installed in the apparatus in accordance with NFPA 1901 Standard for Automotive Fire Apparatus and incorporated in the Pump Operator's Panel Engine Speed Control Interlock System (ESDIS).

Power Take-Off (PTO) Applications:
For apparatus with electronically controlled engines and automatic chassis engines, an interlock system must be provided to prevent advancement of the engine speed at the PTO operator's panel or by an automatic speed control system unless the following conditions are satisfied:
- Parking brake is engaged
- PTO is engaged, and
- Chassis transmission is in PTO gear

WARNING

Unexpected Truck Movement. May result in serious personal injury or death.

Fire Pump Applications
Failure to properly install the pump shift control and pump shift indicator system in the apparatus or failure to incorporate in the Pump Operator's Panel Engine Speed Interlock System may result in unexpected truck movement which may result in serious personal injury or death.

Power Take-Off (PTO) Applications
Failure to properly install the PTO shift control and PTO shift indicator system in the apparatus or failure to incorporate in the PTO Operator's Panel Speed Control or Automatic Engine Speed Control system may result in unexpected truck movement which may result in serious personal injury or death.

WARNING

Inability to Pump Water. May result in serious personal injury or death.

Fire Pump Applications
Failure to properly install the pump shift control and pump shift indicator system in the apparatus or failure to incorporate in the Pump Operator's Panel Engine Speed Interlock System may result in the inability to pump water which may result in serious personal injury or death.

1. Route the OEM supplied shift wiring harness to the desired mounting location. Secure the wiring to prevent chaffing or damage due to vibration (see Pages 7 & 8).
2. Install In-cab and "Throttle Ready" panels (see Pages 5 & 6).
3. Connect panel wiring to OEM supplied wiring harness (see Pages 7 & 8).
4. Install air lines between in-cab panel and shift unit.
   a. Requires 80 to 120 psi operating air pressure and a minimum air capacity of 5 cubic inches.
   b. 1/4 in. or 3/8 in. SAE J844 air brake hoses recommended for air lines (see Page 11).
5. If desired, a manual override control can be installed to be used in the event of a loss of air pressure (see Page 12 and 13).

Clearance Required for Maintenance:
3.000 in. / 76.20 mm open space must be provided behind the shift unit to allow for removal of shift unit. See diagram below.
Installation – In-Cab Panel

Pneumatic Operation

NOTE: PANEL CUT-OUT MUST BE SIZED AS SHOWN BELOW TO ENSURE PROPER FUNCTION OF AIR VALVE.

Panel Cut-Out

See detail below.

Installation

- Air line ports to point down

- (4) 10-24 x 3/4 in, mounting screws and nuts included with panel

- Remove (4) 10-32 x 1/2 in, Torx head screws from air control valve and use to mount valve to back sup of in-cab panel

Dimensions

All dimensions shown as inch/millimeter

Panel Cut-Out
Installation – In-Cab Panel

Pneumatic Operation
(On Operator’s Panel)
# Wiring Connections – Shift Unit and In-Cab Panel

## Pneumatic Operation

(See next page for Throttle Ready Panel)

### Interlock Solenoid on Shift Unit

Female Deutsch DT04-2P Receptacle
Mates with Male Deutsch Plug DT06-2S

<table>
<thead>
<tr>
<th>Wire</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AWG 18</td>
</tr>
<tr>
<td>2</td>
<td>Output to ESCIS</td>
</tr>
</tbody>
</table>

### Switch on Shift Unit

Male Deutsch DT06-2S Plug
Mates with Female Deutsch DT04-2P Receptacle

<table>
<thead>
<tr>
<th>Wire</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AWG 18</td>
</tr>
<tr>
<td>2</td>
<td>Ground</td>
</tr>
</tbody>
</table>

### In-Cab Panel

Male Deutsch DT06-4P Plug
Mates with Female Deutsch DT04-4P Receptacle

<table>
<thead>
<tr>
<th>Wire</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AWG 18 “Pump or PTO Engaged” (See Note 3)</td>
</tr>
<tr>
<td>2</td>
<td>AWG 18 “OK to Pump” (See Note 3)</td>
</tr>
<tr>
<td>3</td>
<td>AWG 18 From 12 or 24 VDC (See Note 2)</td>
</tr>
<tr>
<td>4</td>
<td>AWG 18 From 12 or 24 VDC (See Note 2)</td>
</tr>
</tbody>
</table>

### Engine Speed Control Interlock System (ESCIS)
Provided by the Truck Manufacturer

### Allison 3000 and 4000 Product Family Automatic Transmissions
(See Note 1)

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### NOTES:

1. For installations with Allison 3000 and 4000 Product Family Automatic Chassis Transmissions with 4th Generation Controls:
   - Allison announced that transmissions shipped after June 27, 2008 with MY09 software include enhancements that improve engagement and disengagement of split-shaft (pump) transmissions (Reference Allison Watch #373, dated October, 2008).
   - In order to ensure that these enhancements are invoked, the pump/PTO engagement switch provided on the Waterous split-shaft transmission must be incorporated into both the Engine Speed Control Interlock System (ESCIS) control circuit and the Allison Fire Truck Pump Mode Input Function J1 control circuit or Allison Pump Mode Input Function AJ1 control circuit for other PTO applications.
2. These 12 or 24 VDC power connections provided for potential optional use by truck manufacturer in ESCIS design.
3. Each LED draws 20mA. Size wires accordingly.
Wiring Connections – Throttle Ready Panel

Pneumatic Operation

### Single Light Panel

<table>
<thead>
<tr>
<th>Wire</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>To Green LED “Throttle Ready”</td>
</tr>
<tr>
<td>2</td>
<td>Ground</td>
</tr>
</tbody>
</table>

| Female Deutsch DT04-2P Receptacle |
| Mates with Male Deutsch DT06-2S Plug |

<table>
<thead>
<tr>
<th>Wire</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>To Green LED “Throttle Ready”</td>
</tr>
<tr>
<td>2</td>
<td>Ground</td>
</tr>
</tbody>
</table>

### Dual Light Panel

<table>
<thead>
<tr>
<th>Wire</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>To Green LED “Throttle Ready”</td>
</tr>
<tr>
<td>2</td>
<td>Ground</td>
</tr>
<tr>
<td>3</td>
<td>Ground</td>
</tr>
<tr>
<td>4</td>
<td>Not Used</td>
</tr>
</tbody>
</table>

| Male Deutsch DT06-4S Plug |
| Mates with Female Deutsch DT04-4P Receptacle |

<table>
<thead>
<tr>
<th>Wire</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>To Green LED “Throttle Ready”</td>
</tr>
<tr>
<td>2</td>
<td>Ground</td>
</tr>
<tr>
<td>3</td>
<td>Ground</td>
</tr>
<tr>
<td>4</td>
<td>Not Used</td>
</tr>
</tbody>
</table>

### Engine Speed Control Interlock System (ESCIS)
Provided by the Truck Manufacturer

### Allison 3000 and 4000 Product Family
Automatic Transmissions
(See Note 1)

NOTES:

1. For installations with Allison 3000 and 4000 Product Family Automatic Chassis Transmissions with 4th Generation Controls:
   - Allison announced that transmissions shipped after June 27, 2008 with MY09 software include enhancements that improve engagement and disengagement of split-shaft (pump) transmissions (Reference Allison Watch #373, dated October, 2008).
   - In order to ensure that these enhancements are invoked, the pump/PTO engagement switch provided on the Waterous split-shaft transmission must be incorporated into both the Engine Speed Control Interlock System (ESCIS) control circuit and the Allison Fire Truck Pump Mode Input Function J1 control circuit or Allison Pump Mode Input Function AJ1 control circuit for other PTO applications.
2. Each LED draws 20mA. Size wires accordingly.
NOTES:
1. Number following color code is the wire size (AWG). (E.g., BK-16 is a black 16 AWG wire).
2. ESCIS - Engine Speed Control Interlock System.
Wiring Schematic – Dual Light Operator’s Panel

Pneumatic Operation

NOTES:
1. Number following color code is the wire size (AWG.) (I.E. BK-16 is a black 16 AWG wire).
2. ESCIS - Engine Speed Control Interlock System.
Lever-Up, (ROAD) Air Flow Thru Port No. 1

Lever-Middle

Exhaust Ports Nos. 1 and 2, Zero Air Flow
Allows for Manual Movement of Shift Unit

Lever-Down, (PUMP or PTO) Air Flow Thru Port No. 2

Air Line Connections – Pneumatic Operation

Port No. 1
1/8 in. NPT Road Port

Port No. 2
1/8 in. NPT Pneumatic Operation Port

Port No. 3
1/8 in. NPT Vehicle Air Supply

Port No. 4
1/8 in. NPT PUM P

Port No. 5
1/8 in. NPT ROAD

Port No. 6
1/8 in. NPT PUMP on PTO Port

Port No. 7
1/8 in. NPT PUMP or PTO Port

Note:
Shift Unit Rotated 180° to Show Air Ports
Shift Unit on Transmission or PTO

Indicate Air Lines and Fittings to Be Furnished by OEM
1/4 or 3/8 in. the J844 Air Brake Hose Recommended

Air Line Connection – Pneumatic Operation

1/8 in. NPT, Connect to Vehicle Air Supply

Vehicle Air Supply

Exhaust Ports Nos. 1 and 2

Zero Air Flow

Manual Movement of Shift Unit

PUMP or PTO

PUMP

PTO

ROAD

Port No. 1

Port No. 2

Port No. 3

Port No. 4

Port No. 5

Port No. 6

Port No. 7

1/8 in. NPT

1/8 in. NPT

1/8 in. NPT

1/8 in. NPT

1/8 in. NPT

1/8 in. NPT

1/8 in. NPT

1/8 in. NPT

1/8 in. NPT

1/8 in. NPT

1/8 in. NPT

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1/8 in. NPT

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1/8 in. NPT

1/8 in. NPT

1/8 in. NPT

1/8 in. NPT
Optional Manual Override

If desired, manual override controls can be installed so that in the event of a malfunction, the pump transmission or PTO can be operated from the cab, control panel or other location.

To override the pneumatic shift, the air valve must be placed in the center position to exhaust the air pressure. After air pressure is exhausted, the transmission can be manually shifted with the use of a rod or cable.

**CAUTION**

The use of a manual override control must maintain full functional capabilities of the pump or PTO shaft indicator system and the pump or PTO Operator's Panel Engine Speed Control Interlock System (ESCIS).

Connection of Override Cable or Linkage

**CAUTION**

- Provisions should be made to lock linkage or cable in PUMP/PTO mode once shift is completed manually.
- Install linkage or cable so that a maximum force applied to the shift unit will not exceed 100 lbs.
- During normal shift operation with air pressure, the override rod or cable will move. The drag on the rod or cable should be minimized, 10 lb max. drag is recommended.

Override Bracket Connection Points

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Manual Override – Pneumatic Operation
(Use is Optional)

Use of a slip joint is recommended so that pneumatic shifting does not cause cable movement. Slip joint should allow for 1 in/25.4 mm travel of shift unit shaft. The manual override axis should be in line with the shift unit shaft axis so that a side load is not applied to the shift unit shaft.

BOTTOM VIEW
Important Notice

Engine Speed Control Interlock System

Fire Pump Applications:
The pump transmission shift control and pump shift indicator system must be installed in the apparatus in accordance with NFPA 1901 Standard for Automotive Fire Apparatus and incorporated in the Pump Operator's Panel Engine Speed Control Interlock System (ESCIS).

Power Take-Off (PTO) Applications:
For apparatus with electronically controlled engines and automatic chassis engines, an interlock system must be provided to prevent advancement of the engine speed at the PTO operator's panel or by an automatic speed control system unless the following conditions are satisfied:
- Parking brake is engaged
- PTO is engaged, and
- Chassis transmission is in PTO gear

WARNING

Unexpected Truck Movement. May result in serious personal injury or death.

Fire Pump Applications
Failure to properly install the pump shift control and pump shift indicator system in the apparatus or failure to incorporate in the Pump Operator's Panel Engine Speed Interlock System may result in unexpected truck movement which may result in serious personal injury or death.

Power Take-Off (PTO) Applications
Failure to properly install the PTO shift control and PTO shift indicator system in the apparatus or failure to incorporate in the PTO Operator's Panel Speed Control or Automatic Engine Speed Control system may result in unexpected truck movement which may result in serious personal injury or death.

WARNING

Inability to Pump Water. May result in serious personal injury or death.

Fire Pump Applications
Failure to properly install the pump shift control and pump shift indicator system in the apparatus or failure to incorporate in the Pump Operator's Panel Engine Speed Interlock System may result in the inability to pump water which may result in serious personal injury or death.

1. Route the shift wiring harness to the desired mounting location. Secure the wiring to prevent chaffing or damage due to vibration (see Pages 17 & 18).
2. Install In-Cab Panel and Throttle Ready Panel (see Pages 15 & 16).
3. If desired, a manual override control can be installed to be used in the event of a malfunction, the pump transmission can be operated from the cab, control panel or other location (see Page 21).
Installation – In-Cab Panel
(Electric Operation)

DIMENSIONS

ALL DIMENSIONS SHOWN AS INCH/MILLIMETER

PANEL CUT-OUT
Installation – Throttle Ready Panel

Electric Operation

Panel cut-out, see detail below

(4) 6-32 x 3/16 in. Mounting screws and nuts included with panel

Throttle Ready Panel

Installation

SINGLE LIGHT

DUAL LIGHT

Dimensions

All dimensions shown as inch/millimeter

Panel cut-out
Wiring Connections – Throttle Ready Panel

Electric Operation

### Switch on Shift Unit

<table>
<thead>
<tr>
<th>Contact</th>
<th>Size</th>
<th>Color</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AWG 18</td>
<td>White</td>
<td>12 or 24 VDC from ESCIS</td>
</tr>
<tr>
<td>2</td>
<td>AWG 18</td>
<td>Black</td>
<td>Output to ESCIS</td>
</tr>
</tbody>
</table>

### In-Cab Panel

<table>
<thead>
<tr>
<th>Contact</th>
<th>Size</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AWG 18</td>
<td>To Green LED “Pump or PTO Engaged” (See Note 3)</td>
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<tr>
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<td>AWG 18</td>
<td>To Green LED “OK to Pump” (See Note 3)</td>
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<td>AWG 18</td>
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</tr>
<tr>
<td>4</td>
<td>AWG 18</td>
<td>From 12 or 24 VDC (See Note 2)</td>
</tr>
</tbody>
</table>

NOTES:

1. For installations with Allison 3000 and 4000 Product Family Automatic Chassis Transmissions with 4th Generation Controls:
   - Allison announced that transmissions shipped after June 27, 2008 with MY09 software include enhancements that improve engagement and disengagement of split-shaft (pump) transmissions (Reference Allison Watch #373, dated October, 2008).
   - In order to ensure that these enhancements are invoked, the pump/PTO engagement switch provided on the Waterous split-shaft transmission must be incorporated into both the Engine Speed Control Interlock System (ESCIS) control circuit and the Allison Fire Truck Pump Mode Input Function J1 control circuit or Allison Pump Mode Input Function AJ1 control circuit for other PTO applications.

2. These 12 or 24 VDC power connections provided optional use by truck manufacturer in ESCIS design.

3. Each LED draws 20mA. Size wires accordingly.

4. Current draw for the shift unit electric motor is 20 amps when the shift cycle is initiated (this lasts for approximately one second) and decreases to 10 amps for the remainder of the cycle.
Wiring Connections – Throttle Ready Panel

Electric Operation

### Single Light Panel
Female Deutsch DT04-2P Receptacle
Mates with Male Deutsch DT06-2S Plug

<table>
<thead>
<tr>
<th>Wire</th>
<th>Contact</th>
<th>Size</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>AWG 18</td>
<td>To Green LED “Throttle Ready” (See Note 2)</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>AWG 18</td>
<td>Ground</td>
</tr>
</tbody>
</table>

### Dual Light Panel
Male Deutsch DT06-4S Plug
Mates with Female Deutsch DT04-4P Receptacle

<table>
<thead>
<tr>
<th>Wire</th>
<th>Contact</th>
<th>Size</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>AWG 18</td>
<td>To Green LED “Throttle Ready” (See Note 2)</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>AWG 18</td>
<td>To Green LED “OK to Pump” (See Note 2)</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>AWG18</td>
<td>Ground</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>AWG18</td>
<td>Not Used</td>
</tr>
</tbody>
</table>

### Engine Speed Control Interlock System (ESCIS) Provided by the Truck Manufacturer

### Allison 3000 and 4000 Product Family Automatic Transmissions (See Note 1)

Dashed lines indicate wiring not furnished by Waterous

**NOTES:**

1. For installations with Allison 3000 and 4000 Product Family Automatic Chassis Transmissions with 4th Generation Controls:
   - Allison announced that transmissions shipped after June 27, 2008 with MY09 software include enhancements that improve engagement and disengagement of split-shaft (pump) transmissions (Reference Allison Watch #373, dated October, 2008).
   - In order to ensure that these enhancements are invoked, the pump/PTO engagement switch provided on the Waterous split-shaft transmission must be incorporated into both the Engine Speed Control Interlock System (ESCIS) control circuit and the Allison Fire Truck Pump Mode Input Function J1 control circuit or Allison Pump Mode Input Function J1 control circuit for other PTO applications.

2. Each LED draws 20mA. Size wires accordingly.
NOTES:
1. Number following color code is the wire size (AWG) (I.E. BK-16 is a black 16 AWG wire).
2. ESCIS - Engine Speed Control Interlock System.
Wiring Schematic – Dual Light Operator’s Panel

Electric Operation

NOTES:
1. Number following color code is the wire size (AWG) (i.e., BK-16 is a black 16 AWG wire).
2. ESCIS - Engine Speed Control Interlock System.
Optional Manual Override – Electric Shift

NOTE: The use of a manual override control must maintain full functional capability of the pump shift indicator system and the Pump Operator’s Panel Engine Speed Control Interlock System (ESCIS).

Two rods are required to override the shift unit: one to disengage the shift unit cam and the other to operate the shift arm on the transmission. Note that the instructions below cover the routing of the control rods to the control panel on the left side of the apparatus.

1. Determine locations for the control rod handles on the control panel or other location. Be sure no obstructions interfere with the rod operation. Drill holes and install rubber grommets (if desired).

2. Install the manual shift rod between the control panel and the shift arm on the transmission. Connect the rod to the shift arm with 3/8 inch ball joint or similar device which will permit the rod to swivel freely on the arm.

NOTE: The rod will move during electric shift operation; therefore, reduce drag on the rod.

3. The cams underneath the electric shift unit swivel with the vertical shift shaft whenever the electric shift is operated. The cams must be rotated in a vertical plane in order to disengage the electric actuator. One of the easiest ways of attaching the rod to the cam is to use a 3/8 inch eyebolt or rod end; since the diameter of the clevis pin is 1/4 inch, the eyebolt or rod end will be enough oversize to permit the cams to swivel horizontally with the shaft when the shift is operated.

NOTE: Install override linkage so that the maximum force applied to the long arm of the lever will not exceed 300 lbs / 136 kg.

Hole Size for Manual Override Linkage

Shift Unit Disengagement Cam

Manual Override
Important Notice
Engine Speed Control Interlock System

Fire Pump Applications:
The pump transmission shift control and pump shift indicator system must be installed in the apparatus in accordance with NFPA 1901 Standard for Automotive Fire Apparatus and incorporated in the Pump Operator's Panel Engine Speed Control Interlock System (ESCIS).

Power Take-Off (PTO) Applications:
For apparatus with electronically controlled engines and automatic chassis engines, an interlock system must be provided to prevent advancement of the engine speed at the PTO operator's panel or by an automatic speed control system unless the following conditions are satisfied:
- Parking brake is engaged
- PTO is engaged, and
- Chassis transmission is in PTO gear

<table>
<thead>
<tr>
<th>WARNING</th>
</tr>
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</table>

Unexpected Truck Movement. May result in serious personal injury or death.

Fire Pump Applications
Failure to properly install the pump shift control and pump shift indicator system in the apparatus or failure to incorporate in the Pump Operator's Panel Engine Speed Interlock System may result in unexpected truck movement which may result in serious personal injury or death.

Power Take-Off (PTO) Applications
Failure to properly install the PTO shift control and PTO shift indicator system in the apparatus or failure to incorporate in the PTO Operator's Panel Speed Control or Automatic Engine Speed Control system may result in unexpected truck movement which may result in serious personal injury or death.

1. Install a suitable linkage which will permit operation from the cab, control panel or other location (see Page 26).
   a. Determine locations for the control rod handles on the panel. Drill holes and install grommets (if desired). Ensure that no obstructions interfere with rod operation.
   b. Install shift linkage so that the maximum force applied to the long arm of the shift lever will not exceed 300 lbs / 136 kg.
   c. Connect the rod to the shift arm with a 3/8 in. ball joint or similar device which will permit the rod to swivel freely on the arm.

2. Route the shift wiring harness to the desired mounting location. Secure the wiring to prevent chaffing or damage due to vibration.

3. Install In-Cab and Throttle Ready panels (see Pages 22 and 23).

4. Connect panel wiring to OEM supplied wiring (see Page 24).
Installation – In Cab and Throttle Ready Panels

Manual Operation

DIMENSIONS

ALL DIMENSIONS SHOWN AS INCH/MILLIMETER

IN–CAB PANEL

DIMENSIONS

THROTTLE READY PANEL

PANEL CUT-OUT
## Wiring Connections – Manual Operation

### In-Cab Panel
<table>
<thead>
<tr>
<th>Terminal</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 1</td>
<td>No. 4 ring Pump Engaged</td>
</tr>
<tr>
<td>No. 2</td>
<td>No. 4 ring OK to Pump</td>
</tr>
</tbody>
</table>

### Throttle Ready Panel
<table>
<thead>
<tr>
<th>Terminal</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 1</td>
<td>No. 4 ring Pump Engaged</td>
</tr>
<tr>
<td>No. 2</td>
<td>No. 4 ring Ground</td>
</tr>
</tbody>
</table>

### Engine Speed Control Interlock System (ECSIS) Provided by the Truck Manufacturer

### Allison 3000 and 4000 Product Family Automatic Transmissions (See Note 1)

### NOTES:

3. For installations with Allison 3000 and 4000 Product Family Automatic Chassis Transmissions with 4th Generation Controls:
   - Allison announced that transmissions shipped after June 27, 2008 with MY09 software include enhancements that improve engagement and disengagement of split-shaft (pump) transmissions (Reference Allison Watch #373, dated October, 2008).
   - In order to ensure that these enhancements are invoked, the pump/PTO engagement switch provided on the Waterous split-shaft transmission must be incorporated into both the Engine Speed Control Interlock System (ECSIS) control circuit and the Allison Fire Truck Pump Mode Input Function J1 control circuit or Allison Pump Mode Input Function AJ1 control circuit for other PTO applications.
NOTES:
1. Number following color code is the wire size (AWG). (i.e. BK-16 is a black 16 AWG wire).
2. ESCIS - Engine Speed Control Interlock System.
Shift Arm
2X 0.406 FOR SHIFT LINKAGE
(LINKAGE NOT FURNISHED BY WATEROUS)

ROD OR CABLE TO CAB
(Not furnished by Waterous)

NOTE: INSTALL LINKAGE SO THAT
THE MAXIMUM FORCE APPLIED TO
THE LONG ARM OF THE SHIFT LEVER
WILL NOT EXCEED 300 LBS/136 KG.