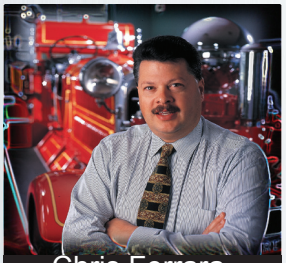
CERTIFIED STRENGTH!
ECE-29 TESTED



Chris Ferrara
Founder & CEO

You're a responding to an emergency. Adrenaline is flowing and you are keenly aware of what needs to be done when you arrive. At Ferrara, we may not be able lend you a hand on-scene, but we will do all we can to make sure you get there and back safely. That's why we went to the extent we did when we crash tested not only our Inferno™ and Igniter™ cab, but also our extruded aluminum body. The extra mile. It's what you've come to expect from Ferrara.

You see, when we crash tested our Inferno/Igniter™ custom chassis, it was much more than loading an empty cab. We built a complete fire apparatus: chassis frame with running gear, tires and wheels, engine, transmission, midship pump, booster tank, medium 4-door cab and extruded aluminum body.

That's right. We built an entire fire truck and then dropped a bunch of weight on it.

Our Inferno/Igniter™ chassis was tested to and above the requirements of the Economic Commission for Europe Structural Standards (ECE-29), the European benchmark for crash testing and safety. This standard is used throughout the commercial trucking industry here in the US.

We started with a ten metric ton (22,000 pounds) vertical load, which is the ECE-29 standardand, and then added 4,400 additional pounds. The structural integrity of the roof supported the load without damage to the Inferno/Igniter™ personnel area.

Next, a frontal impact test was conducted to simulate the impact of a head-on collision. The load subjected to the front of the cab, 3,736 pounds, is in excess of 127% of the ECE-29 standard. The 3,736 pound pendulum fell from beyond 11 feet for a 5,746 kg-m impact into the front of the cab, well above the bumper. This is equal to an impact velocity of 18.2 mph. To pass, the cab crew compartment must not be compromised. The cab also must remain attached to the frame.

All doors on the Inferno/Igniter™ cab remained closed during the impact but were easily opened afterwards. There was no passenger compartment intrusion nor were there any failed structural components in the cab.

Following the first vertical load and frontal impact tests, a second and third vertical load test was conducted on the same cab. The Inferno/Igniter™ cab was loaded for the second test to 54,300 pounds and then a third time to 65,979 pounds. The cab roof successfully supported 33 metric tons, more than three times the required amount as dictated by ECE-R29 Standard! There was no failure of the cab structure of mountings, no passenger compartment intrusion of degradation of occupant survival space, or any other structural failure.

Not resting with a string of successful tests on the cab and chassis, Ferrara successfully placed all 65,979 pounds on the extruded aluminum body. This is not a required part of the ECE-29 standard, but is a measure of the strength of the body and an additional measure of protection for apparatus occupants. Placing the weight on the body showed the entire apparatus can withstand

extreme loading. To date, this has never been attempted by any other fire apparatus manufacturer.

All testing took place at Ferrara Fire Apparatus' headquarters in Holden, Louisiana under the auspices of Mr. A. K. Rosenhan, a Professional Engineer affiliated with Mississippi State University. Mr. Rosenhan is an internationally recognized fire expert. A complete photographic, video and dimensional record of the entire test is available at Ferrara's offices. The video may be viewed anytime at www.ferrarafire.com. Additionally, you have a standing invitation to stop by our factory and see the original crash test apparatus. It has been untouched since testing was completed!

Independent load and impact analysis of the Inferno cab in accordance with ECE-R29 have been performed. Proven engineering and test techniques have been employed with special attention given to fatigue, life and structural integrity of the cab.

The Pinnacle of Cab Design and Safety

Certified Test Proven The Strongest Cab In The Industry

Interlocking roof extrusions frame the top of the cab providing uniform support.

Roll cage design integrates sub-structure, upright and roof extrusions for maximum occupant protection.

Exterior cab skin is 3/16" thick 5052-H32 Marine Grade Aluminum, the thickest and strongest aluminum used in custom fire cab construction.

Massive 6061-T6 structural extrusions utilized in the sub-frame, outboard uprights, cross-beams, and roof perimeter are engineered for maximum durability and structural integrity.

All aluminum sub-frame utilizes C-channel extrusions that provide integral support at the front and sides of the cab and connects to a full cross-member at the rear.

Full length door pillar extrusions for superior strength.

Upright extrusions are located at each door post as well as at the rear of the cab and are integrally welded as part of the roof and sub structural extrusions.

Founded by its CEO Chris Ferrara in 1979, Ferrara Fire Apparatus is a leading manufacturer of fire, rescue and emergency apparatus. In addition to the Inferno™ and Igniter™, Ferrara also builds custom and commercial pumpers and tankers, aerial ladders and platforms, hazmat vehicles, incident command trucks and trailers, walk-in and walk-around rescues, Inundator industrial apparatus, and the Strong Arm fire rescue vehicle.

Ferrara's Holden-based factory has over 300,000 square feet under roof and has produced over 4,000 vehicles for service across the United States and around the world.

Inferno's 4200 square inch windshield area and unprecedented 43.1 degree of view provides the greatest amount of upward and downward visibility in the industry. While sitting in the driver's seat, you can see the ground a mere 8'2" from the front of the cab.

Ferrara Fire Apparatus, Inc.

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