

HORIZONTAL (PAN) STOP POSITIONS

SHOWN ON ILLUSTRATIONS #1 THRU #37

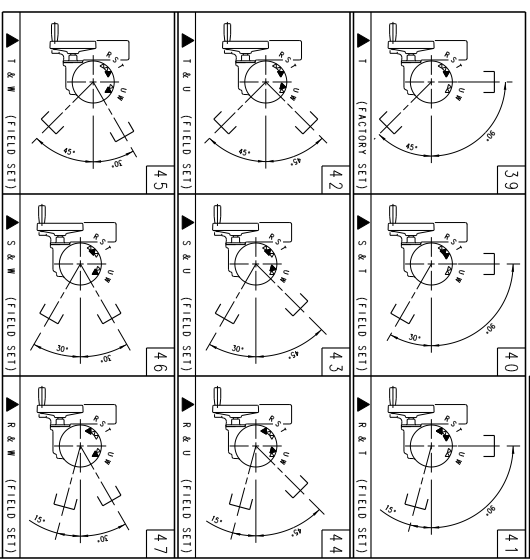
- ▲ INDICATES REQUIRED LOCATIONS FOR STOP SCREWS
- ALL OTHER LOCATIONS REQUIRE PLUGS
- ⊙ INDICATES PROBABLE INTERFERENCE BETWEEN MONITOR DISCHARGE AND HORIZONTAL ELECTRIC MOTOR IF VERTICAL STOPS ARE SET IN POSITIONS 39, 42, OR 45. EITHER RESET HORIZONTAL OR VERTICAL POSITIONS TO AVOID INTERFERENCE.
- ⊙ INDICATES PROBABLE INTERFERENCE BETWEEN MONITOR DISCHARGE AND HORIZONTAL ELECTRIC MOTOR IF VERTICAL STOPS ARE SET IN POSITIONS 39, 42, OR 45. EITHER RESET HORIZONTAL OR VERTICAL POSITIONS TO AVOID INTERFERENCE.

- NOTES:
- (1) STOP SCREWS SHOULD BE RE-SECURED WITH #242 LOCITITE IF MOVED.
 - (2) STOP SCREWS HAVE THE LETTER "S" STAMPED IN THE CENTER OF THE HEX HEAD. PLUGS ARE BLANK.
 - (3) STOP POSITIONS #5, #17, & #19 ARE SET AT FACTORY AND NORMALLY USED FOR AERIAL LADDER APPARATUS INSTALLATION. ALL OTHER STOP POSITIONS CAN BE SET IN FIELD BY REPOSITIONING STOP SCREWS AND PLUGS AS NEEDED.
 - (4) NEPA #1904 (4-5, 9-11) AERIAL LADDER APPARATUS USE VERTICAL STOP #39 AND HORIZONTAL STOPS #25 FOR MINIMUM REQUIREMENTS.
 - (5) NEPA #1904 (4-10, 21) ELEVATED PLATFORM FIRE APPARATUS USE VERTICAL STOP POSITION #41 AND HORIZONTAL STOP POSITION #25 FOR MINIMUM REQUIREMENTS.
 - (6) NEPA #1901 (8-5, 9-11) FIRE PUMPER APPARATUS WATER TOWERS USE VERTICAL STOP POSITION #38 AND HORIZONTAL STOP POSITION #25 FOR MINIMUM REQUIREMENTS.
 - (7) ALL STOP SCREW HOLES ON MONITOR ARE STAMPED WITH COINCIDING LETTERS SHOWN ON THIS DRAWING.
 - (8) WHEN USING POSITIONS #1 & #9, REMOVE STOP SCREW FROM HOLE "A" AND REPLACE WITH PLUG.

VERTICAL (TILT) STOP POSITIONS

SHOWN ON ILLUSTRATIONS #38 THRU #47

- ▲ INDICATES REQUIRED LOCATIONS FOR STOP SCREWS
- ALL OTHER LOCATIONS REQUIRE PLUGS



REV	DESCRIPTION	DATE	BY	CHKD	APP'D
1	RELEASED TO PROD.				
2	REVISION				
3	REVISION				
4	REVISION				
5	REVISION				
6	REVISION				
7	REVISION				
8	REVISION				
9	REVISION				
10	REVISION				

NO. 1	PART NO.	PART NAME	REV.
1	39073000	STOP POSITION CHART FOR THE	
1	39073000	STOP POSITION CHART FOR THE	
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EXCEPT EXTENDED TRAVEL MODELS