STYLE 4805 1” ASSAULT TIP WITH TWIST SHUTOFF
OPERATING INSTRUCTIONS

The following is intended to provide the basic instructions for operating an Assault nozzle.

PRODUCT RATINGS
Maximum operating pressure 230psi/16bar

PRODUCT WARNINGS
⚠ WARNING: Not for use on electrical fires
⚠ WARNING: At Pressures below that indicated on the label, the nozzle will have reduced flow and reach. Be sure you have enough flow and pressure for the situation (see IFSTA and NFPA manuals for guidelines).
⚠ WARNING: Open and close the shut-off slowly. Rapid opening will produce a sudden thrust. Rapid opening and closing can cause a water hammer.
⚠ WARNING: If any tags or bands on the nozzle are worn or damaged and cannot be easily read, they should be replaced.

GENERAL INSTRUCTIONS
• Not recommended for use with salt water.
• After use with foam, flush with fresh water.
• Have enough firefighters on the line to safely control the reaction force created by the stream
• Assault nozzles are labeled for the flow and pressure at which they are set.
• Charge all lines slowly to facilitate a controlled water pressure build-up during start-up.
• For firefighters use only.
• For use with water or standard fire fighting foams.
• Ensure your Assault is properly matched to your eductor.
• Do not use your Assault to throttle flow with an eductor in the line. This can cause the eductor to shut down.
• Do not use the Assault in portable hose holders.
• Ensure the Assault is aimed in a direction that is safe prior to operating.
• Do not use the Assault as a forcible entry tool.
• Ensure that the thread on the nozzle swivel is matched to the thread on the hose connection.
• Do not overtighten the nozzle to the hose connection.
• The nozzle is configured for optimum performance. Do not alter in any manner.
OPERATING GUIDELINES

A. SHUTOFF
   Tips with a twist shutoff
   To open: Rotate the pattern sleeve/bumper counterclockwise.
   To close: Rotate the pattern sleeve/bumper clockwise.

B. NOZZLE
   • To change the spray pattern sleeve/bumper. Rotate it clockwise for straight stream (designated by a I) and counterclockwise for wide fog (designated by a V)
   • To determine the required engine pressures to achieve the flow setting, use the following formula: Engine Pressure (EP) = Friction Loss (FL) + Pressure Loss or Gain due to elevation (1/2 psi per foot of height difference)
   • To flush the nozzle, rotate the pattern sleeve/ bumper counterclockwise to the Flush setting. Rotate slowly back to the required setting when obstruction is flushed.

MAINTENANCE
   • Your nozzle should be inspected prior and after each use, to ensure it is in good operating condition.
   • Periodically, an unanticipated incident may occur where the nozzle is used in a manner that is inconsistent within standard operating practices and those listed by IFSTA. A partial list of potential misuses follows:
     • Operating above maximum rated pressure and flow.
     • Not draining, and allowing the water to freeze inside the nozzle.
     • Dropping nozzle from a height where damage is incurred.
     • Prolonged exposures to temperatures above +130ºF or below -25ºF.
     • Operating in a corrosive environment.
     • Other misuse that might be unique to a specific firefighting environment.
   Also, there are many tell tale signs that indicate a nozzle is not in working order, such as:
     • Controls are either inoperable or difficult to operate.
     • Excessive wear.
     • Poor performance.
     • Water leaks.

If any above situations are encountered, the nozzle should be taken out of service and repaired, plus tested by a qualified nozzle technician, prior to placing back into service.
   * Under normal conditions, periodically flushing the nozzle with clean water and cleaning grit and dirt from around exterior moving parts will allow the nozzle to operate as designed.
   * Over time the seals and turbine teeth, if applicable, may need replaced. This can be accomplished by purchasing the appropriate Akron repair kit. Use qualified maintenance mechanics or return the nozzle to Akron Brass for repair.
   * Regularly check the baffle screw to be sure it is tight.